

The Sketch.

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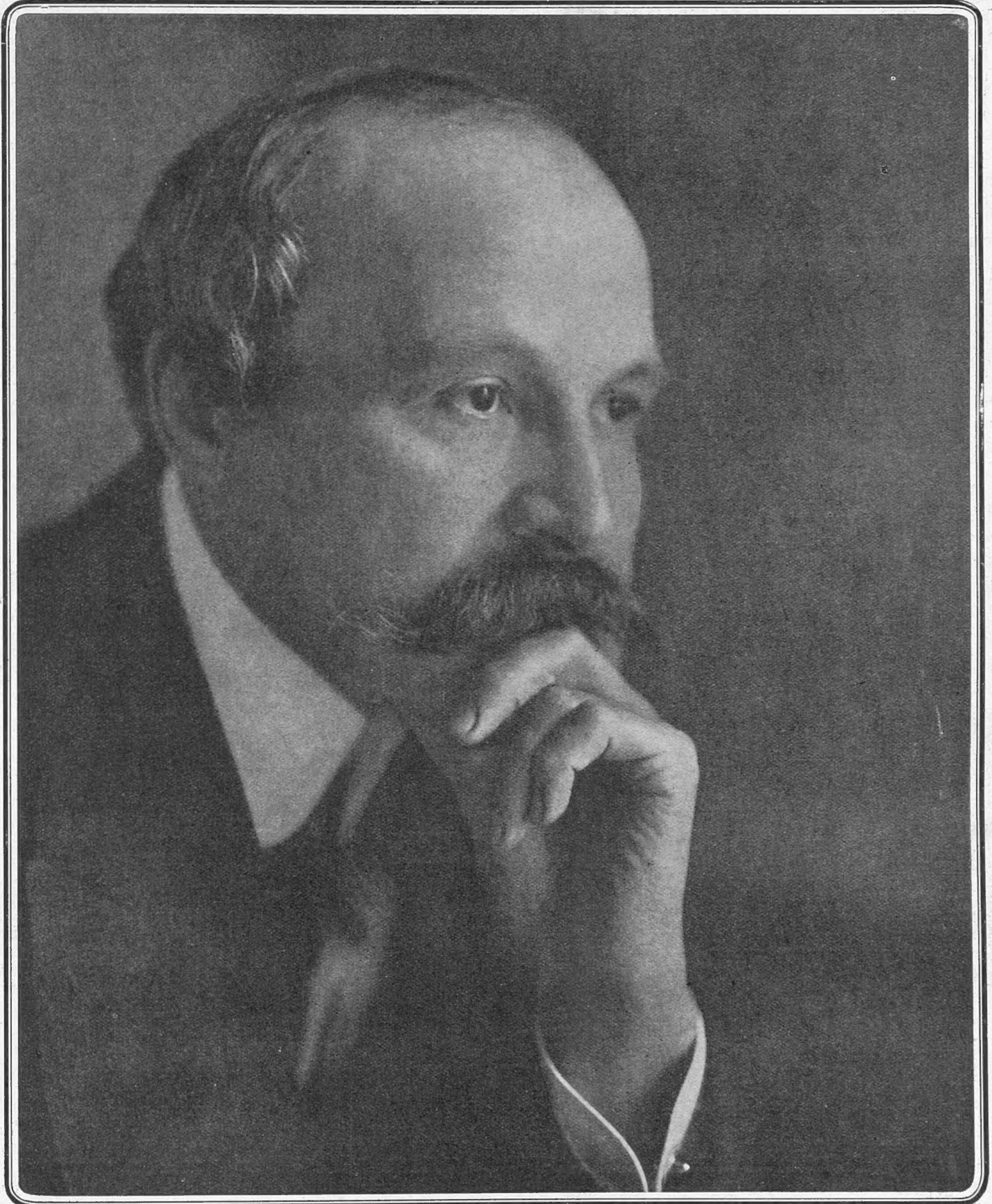
For Breakfast & after Dinner.

The Sketch

No. 927.—Vol. LXXII.

WEDNESDAY, NOVEMBER 2, 1910.

SIXPENCE.



THE CREATOR OF THE SHERLOCK HOLMES OF FRANCE: M. MAURICE LEBLANC, OF ARSÈNE LUPIN FAME.

Hard on the tracks of the ineludible Sherlock Holmes have come Arsène Lupin, Raffles, and a charming company of inapprehensible thieves. They are out of order, for it is the detective who should be after the thief, but we are grateful that they have picked the locks of London managers and publishers, and are established in our midst. Arsène Lupin we owe to M. Maurice Leblanc. Invented in the Villa Dupont, his author's Paris home, and perfected, during M. Leblanc's freer days, at his country house, the *gentilhomme cambrioleur* was sent forth a complete Prince Charming of the Dark Lantern. M. Leblanc has many books to his name, including "Ceux qui Souffrent," "Les Lèvres Jointes," and "Enthousiasme." He is a Chevalier of the Legion of Honour.—[Camera Picture by E. O. Hoppé.]



By KEBLE HOWARD

("Chicot").

"INVEST · ME · IN · MY · MOTLEY; GIVE · ME · LEAVE · TO · SPEAK · MY · MIND"

ON BOARD U.S.M.S. "PHILADELPHIA,"
MID-ATLANTIC.

PHEW! Over she goes again! The wind whistles through the scanty rigging, and I can hear the savage roar of the parted waters through my closed port-hole. Now she rights herself, and I take instant advantage of the even keel to dash on with my work. Hullo! Down on the port side now, and a light valise shoots from the table in my state-room into my lap. We have had three days of this weather, and we are all getting a little tired of it. Even the people who spend their lives going to and fro across the Atlantic have confessed that we are singularly unfortunate in the weather. Somebody suggests that there must be a Jonah on board. I feel a little uneasy at that; when I put out to sea the weather is nearly always bad. The first night out from Cherbourg there was not a breath of wind. The good ship was steadier than a railway-train, and I flattered myself that my bad sailing days were over. Phew! I was soon undeceived, the only consolation being that nearly everybody else was just as sad, listless, and forlorn. A long row of deck-chairs, a long row of feet muffled in rugs, a long row of pale faces and closed eyes—there you have a photograph of myself and my fellow-passengers outward bound for the port of New York.

"Good-bye! Good-bye! Good-bye!" Now let me go back a little. We left Southampton in brilliant sunshine. There was the usual devoted crowd on the quay, pretending to be awfully jolly at the idea of waving farewell to their relatives and friends for an indefinite period. More than once I have formed part of that little crowd myself, and I know perfectly well that there is nothing at all jolly about it. Seeing people off by train is nothing to seeing people off by boat. The train lingers, maybe, but, at any rate, you can keep up some sort of conversation. Huddled together on the quay, you are too far away from your friends to talk to them. You can only look and wave, and wave again. Will she ever move? Yes, at last she is going. But how slowly! At that rate, it will be half-an-hour, at the very least, before she is out of sight. We cannot bear to leave the quay while the ship is still in sight, and yet to remain strung-up in this way for half-an-hour, emotion running high, imagination aflame, is very trying, to say the least of it. For these reasons, I made a compact with those friends who kindly came to Southampton to see me off that they should leave the quay the moment the boat got under way. Even then, I had to shake my fist at them from the upper deck before they would carry out their share of the bargain.

At Cherbourg. It was between five and six o'clock, as nearly as I can remember, when we steamed slowly into Cherbourg Harbour to take up the Continental mails and our complement of passengers. Very few first or second class passengers joined us at Cherbourg. Most of the newcomers were for the steerage, and what a motley crowd! Half the nations of Europe seemed to be represented in that curious file. Old women, children, married couples, bewildered youths—all going to America in search of fortune. One wondered what their plans were, what mad hopes they were cherishing. Each carried a pitiful bundle, which contained, I suppose, all their possessions in the way of clothes. One knew they must have a little money; otherwise they would not be allowed to land. For the rest, so long as they remained on board the ship, they would be sufficiently comfortable. The modern

emigrant is a luxurious fellow in comparison with his predecessors of fifty or a hundred years ago. He has three good square meals a day, and a comfortable bunk in which to stretch himself at night. Thinking this over on Sunday morning, I was suddenly impelled to take pencil and paper—the effect, doubtless, of the keen sea air. My friend the purser was good enough to approve the result, and I will venture, therefore, to send it home to you, friend the reader—

THE NEW EMIGRANT.

Oh, my heart is achin', Kathleen, for I'm going far away
To a land that lies across the stormy main.
And it's long will be the night, Kathleen, and longer still the day,
Before I hold you in these arms again:
But truth compels me to confess the grub is mighty good,
The grape-fruit and the soles are just first-class;
And though, maybe, I'll ne'er again taste dear old Irish food,
There's turkey to go on with, little lass.

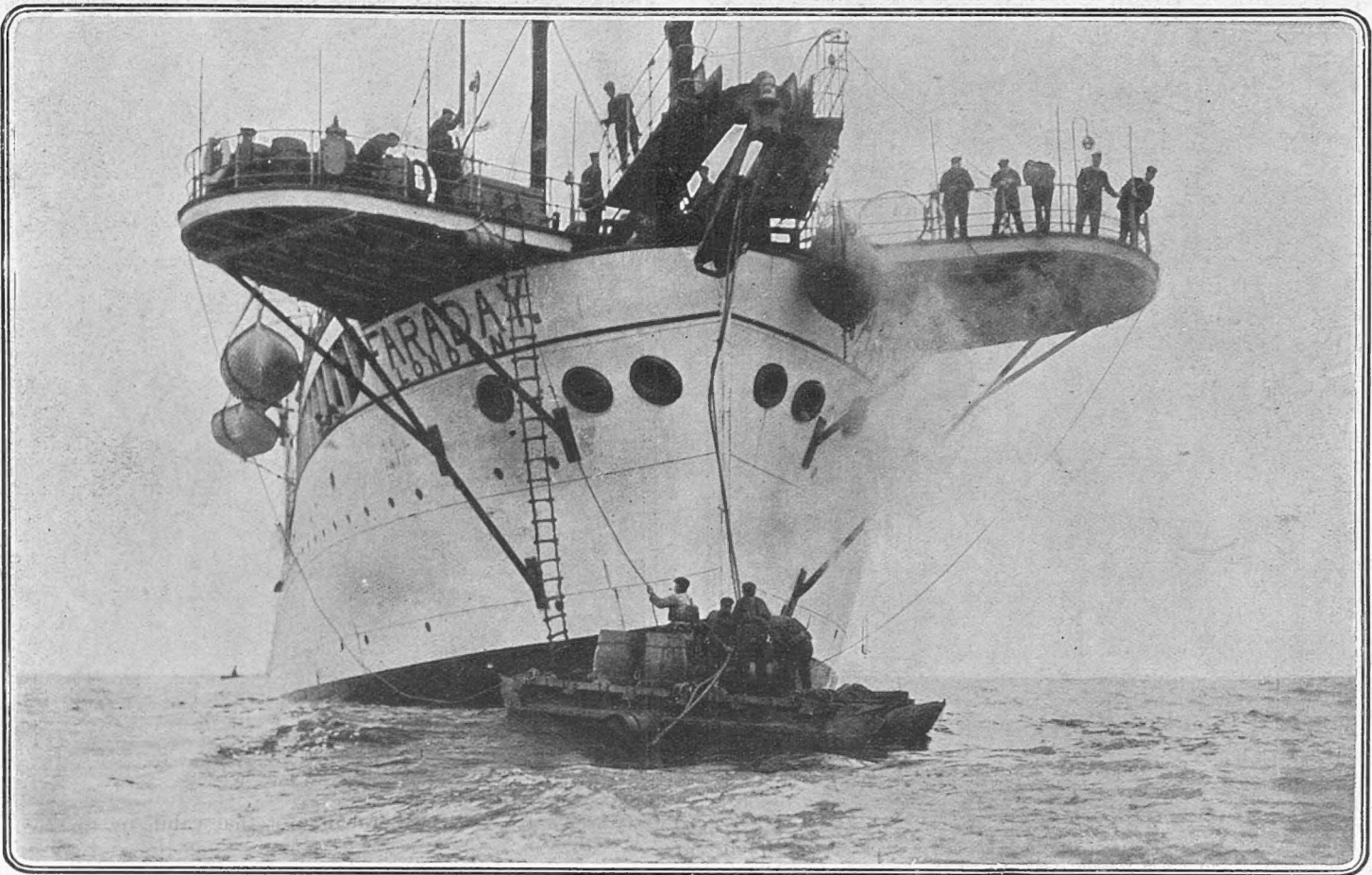
Oh, my heart is achin', Kathleen, for that cabin by the sea,
The little home that mother loves so well,
With the corner by the chimney made to hold just you and me,
An' the old pot givin' out that darlin' smell:
But I ought to tell you, Kathleen, that my bunk is snug and dry,
With pillows soft and sheets so nice and white;
An, though I'm simply longin' for your welcome by-and-by,
It's good to have my feet warm all the night.

Oh, my heart is achin', Kathleen, for a dacent dish o' tea,
Just made as you, my dearest heart, know best;
Ah, when will I come back once more across the cruel sea
To fold my lovely true-love to my breast?
Yet, by the way, Kathleen, they sell some whisky ten year old,
And the little cocktails lend to life a joy;
So, though my heart is burstin', my face is pretty bold,
An' I'll try to be your lion-hearted boy.

The Early
Sluggard.

There is, of course, one supreme joy in travelling west at a good pace; one wakes very late in the morning to find that it is, in reality, still quite early. I am not, by nature, an early riser. Aboard this boat, however, I must have quite a reputation for being up and about betimes. I have purposely kept my watch to London time. I will alter it as soon as I arrive in New York; but, in the meanwhile, it is nice to know what you are all doing in London. My sentimental watch is a source of much arithmetical labour to my friends on board. "Can you tell me the time?" they say. "Well," I reply cheerfully, "it's half-past three in London." Then they wrinkle up their poor foreheads, and set to work to think the thing out. Once upon a time, I remember, I read a story of a man who calculated that, if he travelled round and round the world all the time as fast as possible, he would be a day younger each year instead of a year older. He kept it up for some years, and then it occurred to him that the simpler plan would be to let the earth pass under his feet instead of scurrying over the earth. So he just hung himself to a beam in a barn. Not, perhaps, a very pretty story. The motion of the ship and the surge of the waters is making me a trifle morbid. I had better get out on deck. Next week, friend the reader, all being well, I will try to describe my first impressions of New York.

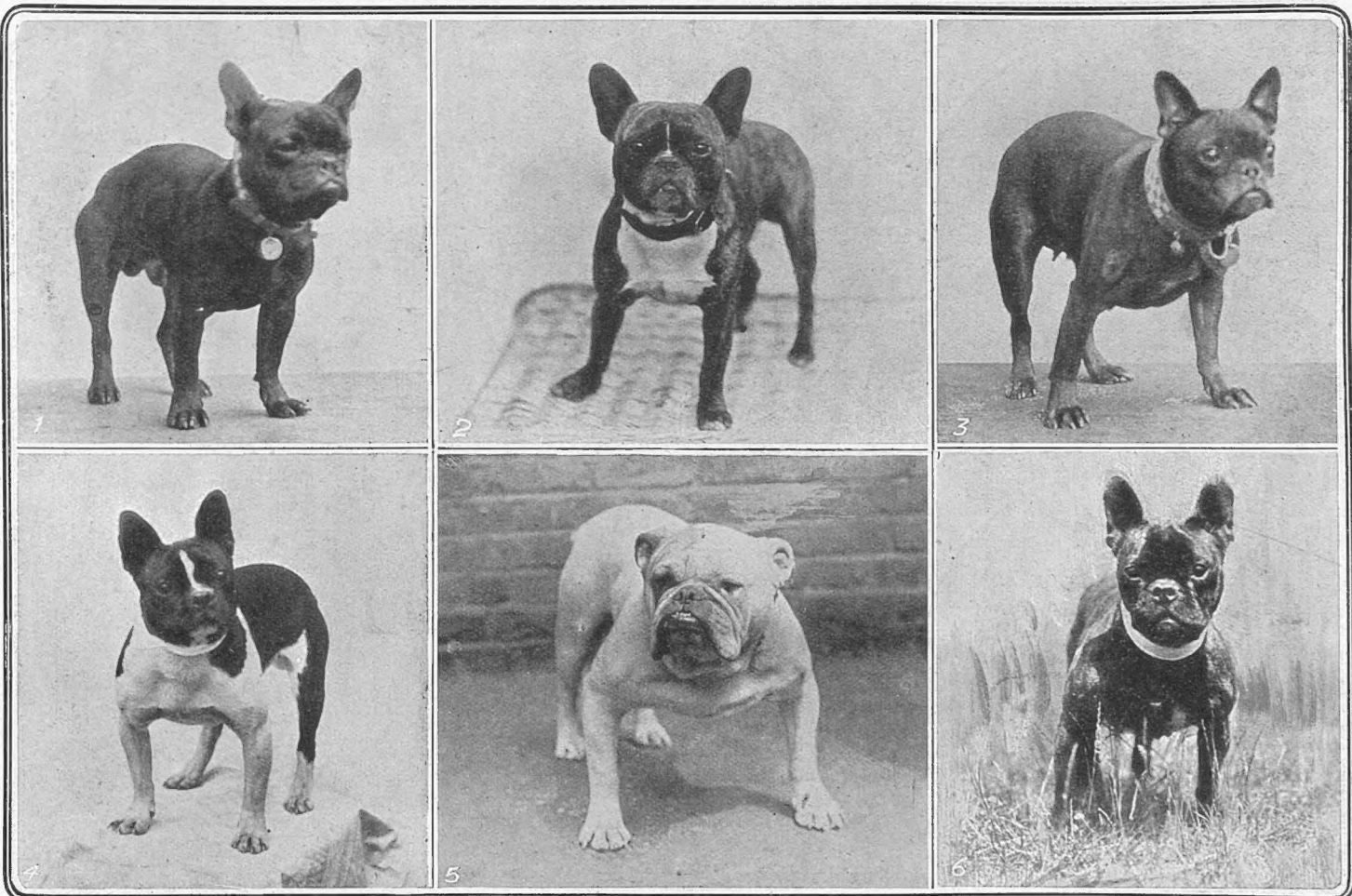
A STRANGE CRAFT; AND FROG-FACED, BAT-EARED DOGS.



CRAFT IF NOT ART: THE CURIOUSLY SHAPED "FARADAY" LAYING A NEW CABLE FROM ENGLAND TO NORWAY.

The craft here illustrated may not be very artistic, but is certainly most useful. It was specially constructed for cable-laying, and is a result of much experience, and at least as much thought. Thus, it has far more than its strange appearance to make it noteworthy. It was actually engaged on its work at the time our photograph was taken, and the cable may be seen hanging from the stern. The cable was floated from the ship to the shore by means of barrels which were fixed to it at intervals.

Photograph by Topical.



1. MRS. J. LESMOIR - GORDON'S HADLEY
CUPID.

4. MRS. T. PHILLIPS' CŒUR DE LION.

2. MRS. C. TOWNSEND GREEN'S BARKSTONE BILLIE.

5. A TYPICAL BRITISH BULLDOG: MRS. E. WATER-
LOW'S NUTHURST DOCTOR.

3. MRS. J. LESMOIR - GORDON'S FILLE D'EYE.

6. MRS. C. PELHAM CLINTON'S BRUNETTE OF
AMERSHAM.

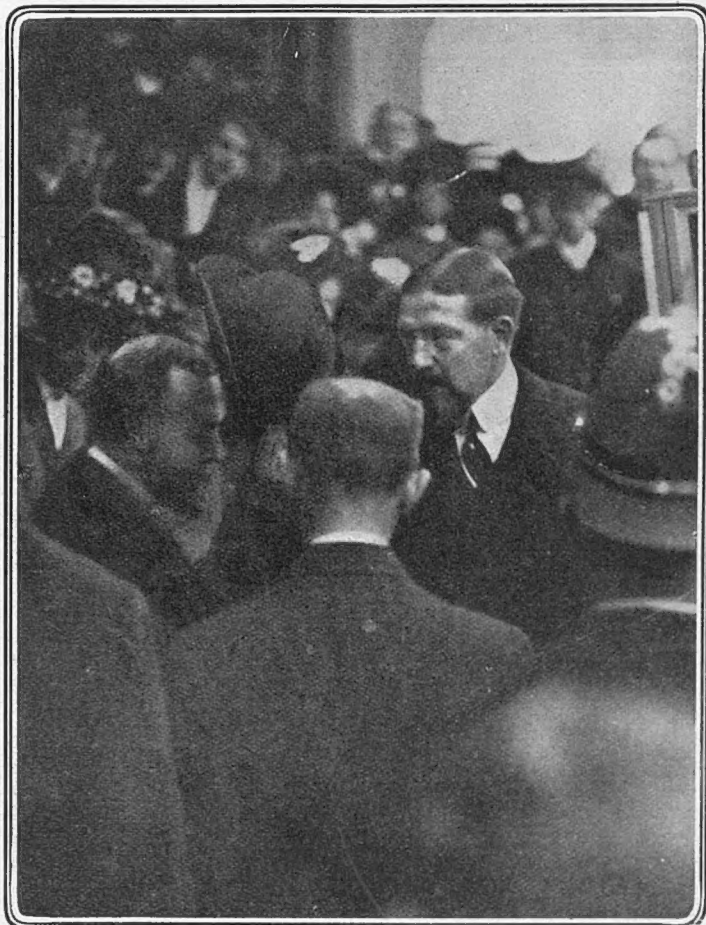
FROG-FACED, BAT-EARED FAVOURITES: FRENCH BULLDOGS AND ONE OF THEIR BRITISH RIVALS, A BRITISH BULLDOG.

The French bulldog, with its frog face and bat's ears, is becoming a great favourite in this country, and is even rivalling the British bulldog in the esteem of dog-lovers. Its vogue was largely brought about by the late King, who brought one of the dogs back from the Continent fifteen or sixteen years ago.—[Photographs by Sport and General.]

ROYAL COURTESIES: AND INTER-SERVICE PUGILISM.



ON A STRICTLY PRIVATE VISIT: THE KING AND QUEEN MOTORING TO WOOD NORTON, GREETED BY THE CROWD.



THE KING AND THE PRINCE WHO MIGHT BE KING OF FRANCE: HIS MAJESTY MET BY THE DUC D'ORLÉANS.

A SOVEREIGN'S INTEREST IN A DETHRONED SOVEREIGN: THE VISIT OF THE KING AND QUEEN TO THE EXILED KING MANOEL AND QUEEN AMELIA. The King and Queen paid their private visit to the dethroned King Manoel and Queen Amelia on Friday last. It will be recalled that they were to have visited Wood Norton before, and that the death of Prince Francis of Teck caused a postponement of the courtesy. The Duc d'Orléans and the Comte de Gramont met their Majesties at the station. At Wood Norton the King and Queen were received by the royal exiles and the Comtesse de Paris. After luncheon the King had a private talk with Manoel II. and his mother.—[Photographs by Illustrations Bureau.]



1. ASSISTANT PAYMASTER E. G. LEYSHON, R.N., WINNER OF THE OFFICERS' LIGHT WEIGHTS.
4. LIEUTENANT W. N. NASH, R.N., WINNER OF THE OFFICERS' MIDDLE WEIGHTS.

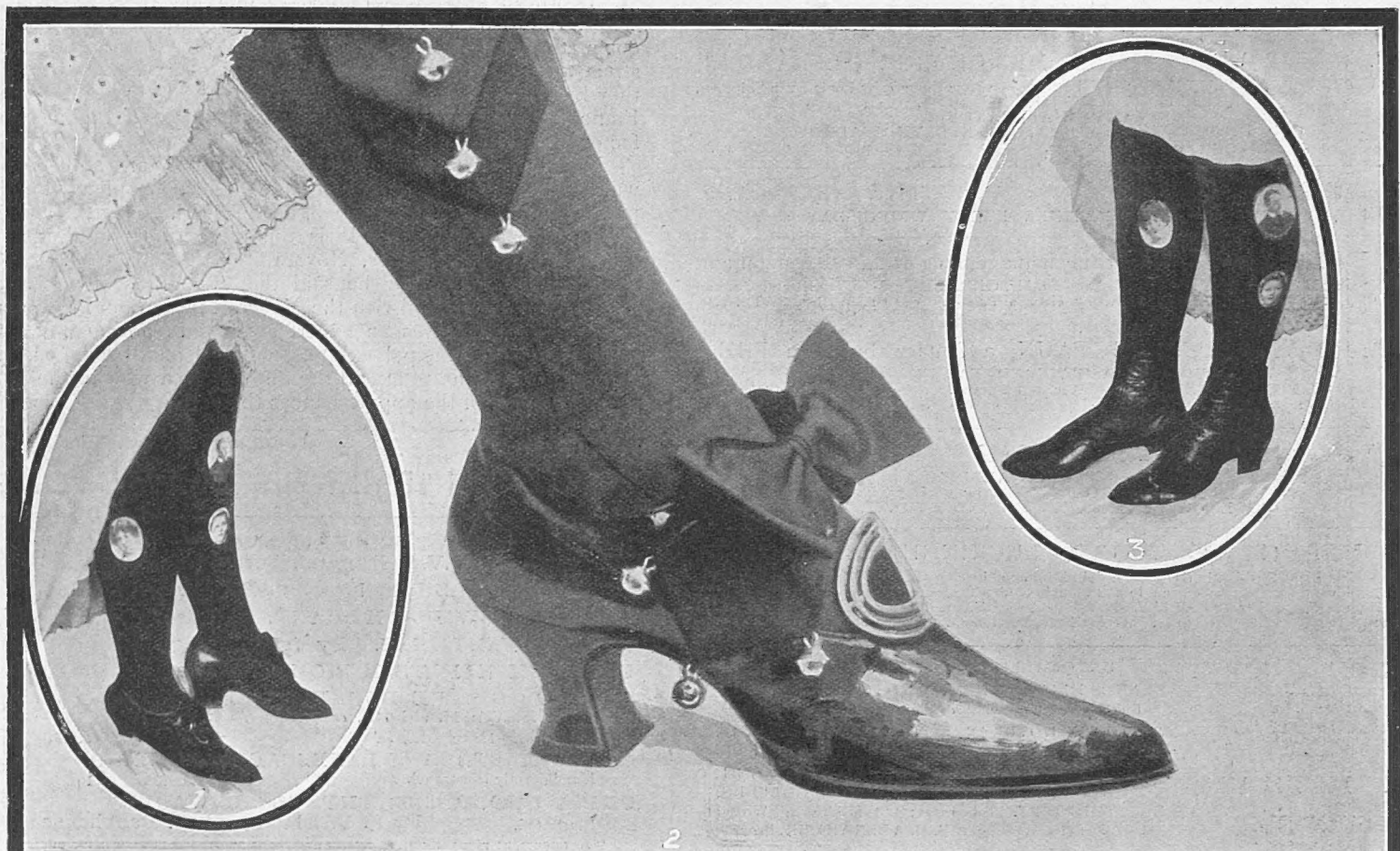
2. MIDSHIPMAN L. H. BAYLEY, R.N., WINNER OF THE OFFICERS' WELTER WEIGHTS.
5. SECOND LIEUTENANT F. E. BULLER, R.E., WINNER OF THE OFFICERS' HEAVY WEIGHTS.

3. LIEUTENANT G. WILDMAN - LUSHINGTON, R.M.A., WINNER OF THE OFFICERS' FEATHER WEIGHTS.
6. CAPTAIN G. W. BENTLEY, 4TH MIDDLESEX, WINNER OF THE OFFICERS' LIGHT HEAVY WEIGHTS.

THE ROYAL NAVY AND ARMY BOXING CHAMPIONSHIPS: THE WINNERS OF THE OFFICERS' COMPETITIONS.

The Royal Navy and Army Boxing Championships finished on Friday evening last. They were held at the gymnasium in Queen's Avenue, Aldershot. There was some good fighting in all stages of the events; but, naturally enough, the best was seen in the semi-finals and the finals.—[Photographs by L.N.A.]

O - HOSE ! HER STOCKING FEATS !



1. WEARING HER HEART ON HER HOSE; STOCKINGS WITH MINIATURES SET IN THEM. 2. WITH BELLS NEAR HER TOES: THE STOCKING THAT TINKLES. 3. WEARING HER HEART ON HER HOSE; STOCKINGS WITH MINIATURES SET IN THEM. 4. FOR WEAR WITH THE HOBBLE SKIRT; THE HOBBLE GARTER, DESIGNED TO PREVENT LONG STRIDES.

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SPECIAL NOTE TO CONTRIBUTORS TO "THE SKETCH."

Every care will be taken of contributions submitted to the Editor of "The Sketch," and every endeavour made to return rejected contributions to their senders, but the Editor will not accept responsibility for the accidental loss, damage, destruction, or detention of manuscripts, drawings, paintings, or photographs sent to him.

Every contribution submitted to "The Sketch" should bear the full name and address of the sender legibly written. In the case of batches of photographs and drawings, the name and address should be written on each photograph or drawing.

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THE MOTOR SHOW AT OLYMPIA.

OUR SPECIAL SUPPLEMENT.

EVERYONE is interested in motor-cars nowadays, even those whose interest is limited to dodging them for dear life in the road; but, whether we like them or not, motor-cars have come to stay, and they have revolutionised more things than street-traffic. They have opened up new countries to the traveller, they have shown their capacity, during the recent railway strike in France, to take the place of trains, and they will be an important factor, probably, in any future warfare.

Everyone, therefore, is interested in motor-cars, and so everyone will be interested in the sixteen-page Special Supplement which we present to our readers this week, dealing with the forthcoming great Motor Show at Olympia. It is the ninth of its kind, and it will remain open from Friday, Nov. 4, to Saturday, Nov. 12, during which time it may safely be said that thousands of motorists and would-be motorists will visit the Mecca of motordom in Kensington. Our Supplement gives an expert account in advance, with illustrations, of the principal exhibits, and will afford some useful hints to those who mean to attend the Show with a view to the purchase of a car or any of the appurtenances thereof.

MR. HEINEMANN'S NEW BOOKS.

THE PART OF THE ANTARCTIC. By Sir Ernest Shackleton, C.V.O. Illustrated. POPULAR EDITION. [Friday]	6/- net.
THE GREAT ILLUSION. By Norman Ansell.	2/6 net.
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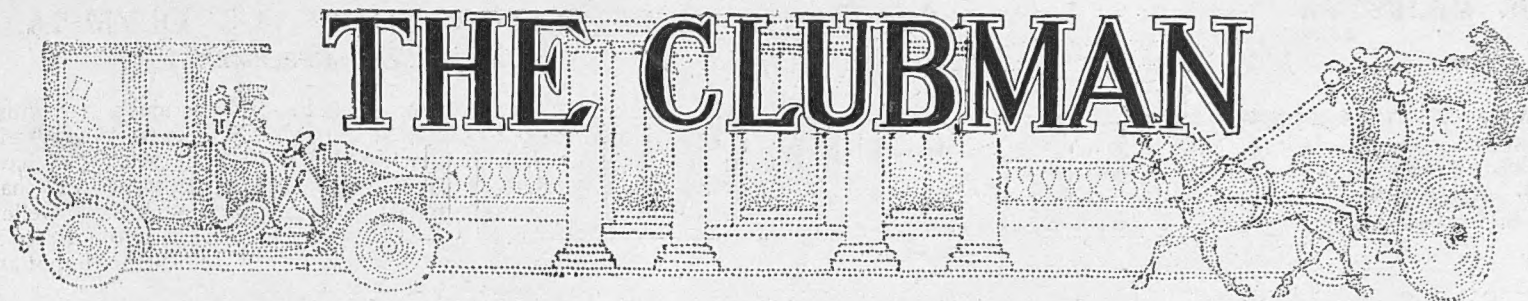
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November 2, 1910.

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Lord Hardinge. The dinner given to Lord Hardinge of Penshurst last week by the Old Harrovian Association is a pleasant reminder to Harrovians that all Viceroy's of India are not of necessity Old Etonians. Lord Hardinge, referring to the customs of his old school, regretted that the Indian students who come to this country were not all treated with the kindness that the Indian boys who were educated at Harrow received from Harrovians.

It was a pretty tribute to the friendliness of British boys for boys of the East, but Lord Hardinge, when he has been Viceroy for some little period, will know that the Indian student who comes to London is often too different in tastes, too poor, and too sensitive to accept the chance of mixing with British students; whereas the young Princes and young Rajahs who are educated at our great public schools have all the sporting instincts of their forefathers, who have been sportsmen since time immemorial, and do not lack the money which enables them to return any kindnesses offered them. But if Lord Hardinge is going to assist in India the movement started in England to bring Indian students going to London under good and loyal influences, instead of bad and disloyal ones, he will achieve a great work during his Viceroyalty.

The Harrow Salute. The new Headmaster of Harrow has reformed the Harrow salute of respect to masters, and that he has done so without calling forth any protests from the school shows that he possesses that enviable quality, tact. In my days, a long while ago, at Harrow, we used to salute the

masters by bringing one finger up to the brim of our soup-plate straw hats. The last time I stood in the school-yard and watched the boys go past the master calling bill and answer their names, I noticed that the old salute had disappeared and that an upward jerk of the hand had taken its place. It certainly was not a pretty salute, and no one seeing it for the first time would have thought it was an indication of respect. The salute now instituted does signify something, though the taking off of the hat to the Headmaster presents an unusual difficulty, for an Harrovian's straw hat is clamped tightly on to the top of his head by a strip of elastic which comes nearly down to the nape of his neck. However, as Harrovians have been accustomed since time immemorial to overcome this difficulty when they meet ladies, they will no doubt manage to greet their Headmaster without any comic effects.

A Siamese Nobleman. Some of the brothers of the present King of Siam were Harrovians, but he himself was educated at Sandhurst and Oxford, and by a tutor. The contemporaries of the late King had most of them some form of British education, and I can recall as a fellow-student at a crammer's at Woolwich a young Siamese nobleman, the son of the Commander-in-Chief, who was absorbing the knowledge necessary for an attempt—an unsuccessful one, I think—to pass the entrance examination for Woolwich. If that young Siamese nobleman did not

return to his country with any great knowledge of things military, he carried back with him a very comprehensive acquaintance with all the wickedness of the world, for a crammer's in the late 'sixties and early 'seventies was not the best place for the moral education of anybody.

Bangkok. Why Siam and its capital, Bangkok, are so rarely visited by European globe-trotters I do not quite understand. Perhaps it is because the kingdom is a little off the main route from Singapore up to China and Japan; but Bangkok is quite easily reached by British steamers, and the river-scenery and the temples and the palaces there are as beautiful and interesting as anything to be seen in Burmah. The Siamese mosquitoes certainly are a drawback, for they are the most ferocious of any in the world, and it is of these insects that the tale is told how two of them held up the mosquito-curtains which protected a newcomer whilst a third one flew in and killed him by sucking his blood. The present King of Siam will probably be even a greater reformer than his father was, for, on his return from England some years ago, he astonished his countrymen and rather scandalised his father by absolutely refusing to marry his sister, which had always been the custom of Siamese royalties, as it was in old days in Egypt.

Dera Ghazi Khan. The Deputy-Commissioner who represents the British Raj in that part of the Punjab where the town of Dera Ghazi Khan was situated is making an appeal for subscriptions to find the wood necessary to enable the poorer inhabitants of the old town, which has disappeared in the eddies of the Indus, to rebuild their city on a safer site. The Indus is believed by the natives to have a human intelligence and human passions, and when it moves out of its old course and cuts its way through the



THE MYSTERY OF A BURIED ROMANCE: A NAMELESS "MONUMENT OF LOVE" IN A SWISS GRAVEYARD.

This unique and mysterious memorial stands in the parish graveyard of Gli, in the Swiss Canton of Valais. The German inscription, which means simply "A Monument of Love, 1838," suggests a buried romance, but there is no record as to who put up the monument, or to whom. On the top is a small iron tabernacle within which is a revolving drum with a number of tablets inscribed with texts, maxims, and quotations, all tearing on the passion of love.

Photograph by Brocherel.

who live near its banks to have a human intelligence and human passions, and when it moves out of its old course and cuts its way through the plain to destroy fields and towns, the poor people who are ruined by its ravages believe that the river is gratifying its spite against them. An Indian house of the poorer people, built of sundried bricks, is a very flimsy structure; but the wood necessary to support its roof, and to make frames for its doors and windows, costs a certain amount of money; and all the wood of the original city has vanished, as the eddies of the river sucked in the houses of the city and churned them up to mud again. Ghazi Khan, the founder of the city, evidently, on second thoughts, considered

that his town-planning operations had been carried on too close to the treacherous stream, for he announced that in a dream he had been commanded to build his tomb nine miles distant from the banks of the Indus. It is around this tomb that the new Dera Ghazi Khan is to rise.



EMULATING "THE DISCONTENTED SUGAR-BROKER": AMERICAN BUSINESS MEN DANCING THE "HIGHLAND FLING" TO REDUCE THEIR "ADIPOSE DEPOSIT."

Readers of "The Bab Ballads" will remember the steps taken by the Discontented Sugar-Broker to reduce the proportions of his figure; how he danced all the way "from his abode in Fulham Road through Erompton to the City." Similar principles organised on a larger scale may be observed in the above photograph, which shows a class of business men at Providence, Rhode Island, who practise athletic dances as an agreeable form of exercise.

Photograph by L.N.A.

CUFF COMMENTS

WITH THUMBNAIL SKETCHES BY GEORGE MORROW

By WADHAM PEACOCK.



THE PEERS AND THE PERIS.

(Miss Marie L  hr and Miss Pauline Chase are both reported to be engaged to famous airmen.)

The House of Lords is draped in woe,
The Dukes and Earls are sighing,
All mournfully the Viscounts go,
Mere Lords of grief are dying.
'Tis not some democratic cad
From truth a deviator,
But something infinitely sad
That grieves each legislator.

A revolution has undone
The Lords' secure foundations,
And to their horror has begun
Abysmal innovations.
For glories of the London stage
Now scorn our legislators,
And matrimonially engage
With daring aviator.

But aviators have
to work hard for their
money. An evening
paper, calculating the
gains of flying-men,
remarked that Mr.
Grahame-White won
ten thousand pounds
in as many weeks in
America. This casts
quite a new light on
Mr. White's baptismal
certificate.



The new Atlantic ferry, the *Olympic*, is so huge that it does not roll, and no one can be sea-sick. But the proprietors have kindly included a roller-skating rink among her attractions,

to give people a chance of practising their sea-legs.

"Watch your feet while buying your hat," is the pertinent advice given to the girl of to-day. Is that why hats are of such enormous size?



But, anyhow, the prudent maiden seems to have had her toddlekins trimmed this autumn, for another fashion authority states that women who confess to a size "five" shoe can present a foot which is to all appearance a small "three" this season.



Radium is the most valuable stuff in existence, but, even more than gold, it will burn a hole in your pocket.

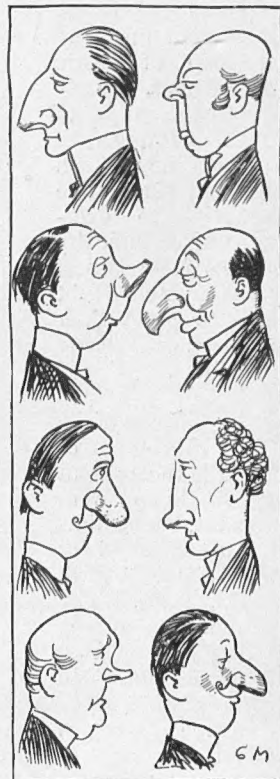
One of the machines at the Royal Mint is out of order, and so half-sovereigns are scarce. They are; but not more so than sovereigns. Anyhow, all payments at the Earbiter's Arms will be suspended until the machine gets going again.

Gloria Mundi is the biggest apple in the world, for it stands five inches high and measures sixteen and a half inches round the waist. But the sad news is that the Giant Gooseberry has exploded with rage on hearing of it.

Stuff a cold and starve a fever. "No," says Dr. J. Stenson Hooker, "if you catch a cold you have been eating too much." Here is another cherished illusion gone wrong.

Now, please handle your policemen carefully, and, above all, do not spoil their tunics, as they have to keep them nice and clean for the Coronation next year.

If your nose is out of drawing you can have it made into the fashionable shape by injecting a composition, for a fee of one hundred guineas or so. But this is troublesome and expensive. It would be much better to have half-a-dozen noses for every sort of weather, and screw on the right one after shaving, or doing your hair, every morning.



Are bachelors selfish? Of course not. It is the wicked married man who is taxed out of existence.

THE MONDAYISH FEELING.

("The old-fashioned idea that on a Monday morning, after a week-end holiday, a man is at his best for work, is quite wrong," says an experienced doctor.)

Doctors are picking up facts at last,
And learning the ways of man;
But glossing it over in learned phrase,
As only the doctors can.
For one of them hastens to tell the world

That somewhere he's seen or read
Of the end-of-a-holiday,
After-a-jolly-day,
Old-fashioned Monday head.

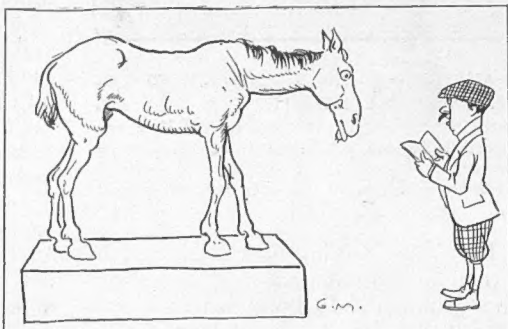
Laymen, going by rule of thumb,
Have known for ever so long
That Monday's the day when everyone
And everything goes wrong.
But they've taken it all as a matter
of course,
Shrugged their shoulders, and said,
"It's that end-of-a-holiday,
After-a-jolly-day,
Old-fashioned Monday head."



No great man ever had dull, lack-lustre eyes, said Mr. Hamilton Fyfe, and up went the price of kohl.

The National Pure Food Association has held a meeting to dissolve the Association. Given up the job in despair, no doubt.

The City of London Territorials want two thousand eight hundred horses, and have already collected four of them. It is understood that all contributions will be handed over to the Museum for Extinct Animals.



HELD UP, BY GEORGE! AND HELD UP, BY JINGOES!

"THE COWBOY GIRL," A ONE-ACT PLAY, AT THE COLISEUM.



1. HELD UP, BY JINGOES! MISS MARIE GEORGE, AS JOY WYNNE, FACES THE GUNS.

2. HELD UP, BY GEORGE! MISS MARIE GEORGE, AS JOY WYNNE, HOLDS UP THOSE WHO WOULD CAPTURE HER SWEETHEART.

Miss Marie George is appearing at the Coliseum in "The Cowboy Girl," playing the chief part, Joy Wynne; holding up the Jingoos of the sketch; being held up by them; saving her sweetheart's life; singing, acting, and dancing in most attractive fashion.

Photographs by Foulsham and Banfield.

SMALL TALK

NOTHING can move Mr. Henniker Heaton. He has been accustomed to get his own way, even with Postmasters-General, and having made up his mind to leave Parliament at the next dissolution, he will not be gainsaid. But he has consented to be dined by the Men of Kent, and he has in contemplation a book on the Post Office which will be history and *his story* too. It ought to be capital reading, for the retiring Member for Canterbury knows everything there is to know about St. Martin's-le-Grand, and can tell a tale with the best. He is the Man of Letters *par excellence* of the House of Commons. He has gone for the Post, not for posts, in his career; and the knighthoods he has refused number four. He has mastered Postmasters in the public interest; from him has red tape had no quarter for a quarter of a century. St. Stephen's will not, in the next Parliament, quite know itself without the most genial of Canterbury pilgrims.

English Paint for Italy.

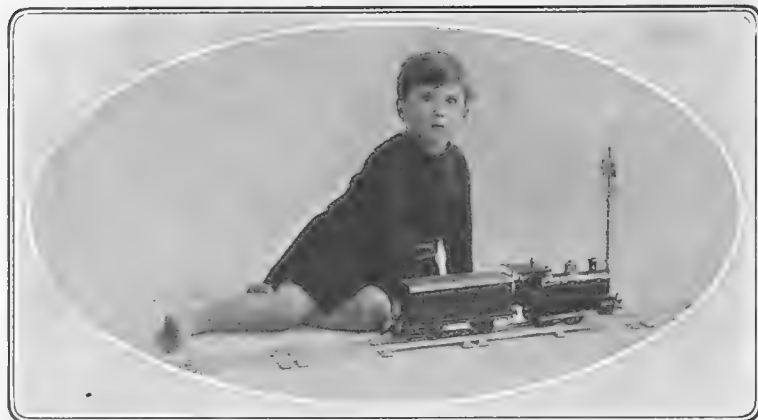
The King of Italy has again shown his partiality for English painting. For the third time recently his Majesty has bought the work of a Britisher. The good news has reached Orme Square that Mr. Melton Fisher's "Full of Vague Thoughts" has been acquired for the royal collection. Incidentally,

Snows is a hostess of unwearied charm. Her favours she dispenses with an equal hand to such different types of visitors as the Archbishop of Westminster and the Bishop of London, as the Duke of Sutherland (himself a Canadian farmer!) and Mr. T. P. O'Connor. Lord and Lady Grey have been great entertainers of their English friends, and if the Duke and Duchess of Connaught finally decide to go to Ottawa, there will be a traffic between the Motherland and the Dominion undreamt of even in the days of the popular Princess Louise. Her Royal Highness once asked a peer, reported to be hen-pecked, "Can you come to Canada?" "Can Ada?" was his prompt reply. Ada could, as it turned out; and a delightful visit to the Lornes was the result.

In the Trenches. The Trenches are a little bit down in their luck at the moment. Lord Clan-carty, the head of one branch of the family, has had his money bothers; and Lord Ashtown, the head of another branch, has been entertaining bailiffs at his Irish family mansion. Another Trench is being detained in Germany by the Kaiser on a charge of spying. People recall that it was under Archbishop Trench's rule in Dublin that the Irish Church was dis-established. But it is idle to give the Trenches a bad name for luck



LIKE MOTHER, LIKE DAUGHTER: MRS. RICARDO, KIRBY COTTAGE, MELTON MOWBRAY, AND HER LITTLE GIRL.
Photograph by Lissie Caswall Smith.



THE MARQUESS OF BUTE'S HEIR: JOHN, EARL OF DUMFRIES.
The young Earl was born in August 1907. He has two sisters—Lady Mary Crichton-Stuart, who was born in 1906; and Lady Jane Crichton-Stuart, who was born in 1908.

Photograph by Speaight.

by that purchase, the King has pleased an Italian. Mrs. Melton Fisher, the beautiful sitter in a hundred of her husband's works, is a Venetian—and looks one. One connoisseur in Rome, who loves England, and particularly prides himself on perfectly speaking her tongue, even to the pitch of punning, exclaimed on hearing a rumour of this transaction, "The King is *mell on Fisher!*" Well, it is a royal softness that many an English artist would rather particularly like to experience.

Can Ada? Canada is becoming more and more an attraction to the English tourist. Mr. Justice Grantham is never tired of telling tales of his recent visit; and a junior member of the Bar, Mr. Colefax, M.P., has come home delighted with his tour. Lord Harrowby is now having a fine time, for the Canadians are nothing if not welcoming. Our Lady of the



GRANDSON OF THE LATE LORD NUNBURNHOLME: MASTER ANTHONY CHAPLIN.
Master Anthony Chaplin, son of the Hon. Mrs. Eric Chaplin, is a grandson of the late Lord Nunburnholme and of the Right Hon. Henry Chaplin.

Photograph by Speaight.

so long as Mr. Herbert Trench still continues to keep the flag and the Blue-bird flying. And then there is the Trench who lends his name to a publishing firm and has the excellent good fortune to live, not in Gerrard Street, but in Rome.

At Wood Norton. To lose a brother and to lose a kingdom are dissimilar crosses, but the same vocabulary of sympathy was exchanged, partly in English, partly in French, by the members of the Wood Norton party. Queen Amélie retains much of her former liveliness; and although King Manuel is described as depressed, he has not forgotten how to smile with a zest that recalls his gayest moments. To lose a kingdom is also to lose a host of anxieties. Queen Amélie is full of talk of her motor expeditions in the surrounding country—and her talk of English town and English townships is in the English tongue.



THE KING OF ITALY'S CHILDREN: PRINCESS YOLANDA, PRINCESS GIOVANNA, PRINCESS MAFALDA, AND THE CROWN PRINCE HUMBERT.
Princess Yolanda was born in 1901; Princess Mafalda, in 1902; Prince Humbert, in 1904; and Princess Giovanna, in 1907.—[*Photograph by Abensiacar.*]

FROM MEMBERS OF ANOTHER PLACE TO THE HOUSE OF COMMONS:

THE SIX PANELS PRESENTED TO THE LOWER HOUSE BY NOBLE LORDS.



"PLUCKING THE RED AND WHITE ROSES IN OLD TEMPLE GARDENS,"
BY H. A. PAYNE; PRESENTED BY LORD BEAUCHAMP.



"ERASMUS AND THOMAS MORE VISIT THE CHILDREN OF HENRY VII. AT GREENWICH," BY F. CADOGAN COOPER, A.R.A.; PRESENTED BY LORD CARLISLE.



"CABOT RECEIVING THE CHARTER FROM HENRY VII.," BY DENIS EDEN;
PRESENTED BY LORD WINTERSTOKE.



"THE ENTRY OF QUEEN MARY I. WITH PRINCESS ELIZABETH INTO LONDON,"
BY HYAM SHAW; PRESENTED BY LORD AIREDALE.



"HENRY VIII. AND CATHERINE OF ARAGON BEFORE THE PAPAL LEGATES
AT BLACKFRIARS," BY F. O. SALISBURY; PRESENTED BY LORD STANMORE.



"LATIMER PREACHING BEFORE EDWARD VI. AT PAUL'S CROSS," BY
E. BOARD; PRESENTED BY LORD WANDSWORTH.

The six historical panels presented to the House of Commons by six members of the Upper House are now in place in the east corridor leading to the lower waiting-hall in the Houses of Parliament. The painters, working in association with one another and under the eye of Mr. Edwin A. Abbey, have done their work exceedingly well, and have provided a most harmonious Gothic decoration for the corridor. It will be noted that the subjects are from the Tudor period, with the exception of the incident "Plucking the Red and White Roses in Old Temple Gardens."—[Copyright by the Fine Arts Publishing Co., Ltd., publishers of the large colour plates.]

CROWNS, CORONETS, COURTIER

AS poets must die before they come to their full fame, so must princes before the enormous roll of their intimate friends is made known. For the last fortnight the Queen's brother has been spoken of in every club and in many prints as "Frank Teck," and even as plain "Frank" by those who had any pretensions to his friendship. And yet there is an underlying justification for the tone adopted since his death. Even if the friends, including the Austrian Ambassador and Lord and Lady Ripon, who used an endearing brevity in speaking to him were a comparatively small group, there were hundreds who, even if they could not dispense with a certain formality of address during his lifetime, were on terms that would, in most others, have meant the use of a Christian name. One impromptu title has escaped the paragraphist. Having entertained a lady friend and opened her heart and her purse with an account of one of his pet charities, he escorted her to her carriage. A flower-girl was passing. "Take these, though they are but little flowers," said he, buying violets for her. "They are the little flowers of St. Francis of Teck," answered his admiring and beaming friend.



A POPULAR SCOTTISH BEAUTY: MISS ADELAIDE MONTGOMERIE. Miss Montgomerie is the daughter of Lady Sophia Montgomerie, and granddaughter of the 14th Earl of Eglinton.

Photograph by Val l'Estrange.

ment on music; as a humorous draughtsman he knew the value of his laugh over a caricature. Lady Jane Hinde had much vaster recollections of royalty than her nephew. Born in 1817, before even Lord Wemyss was thought of, she lived in the reigns of six Sovereigns, and kept an observing eye on most of them.

Miss Kropotkin's Engagement.

Prince and Princess Peter Kropotkin, for all the warfare they have waged on certain sections of the Russian community, are delighted that their daughter, Miss Sasha Kropotkin, has given her hand to a compatriot. Confined in a fortress in 1874, Prince Peter escaped; two years later, only to be condemned again; a few years after, to imprisonment for five years, of which term he served three. Perhaps it is natural that a character so picturesque should be the hero of many absurd stories in England. One tells of how he and a bosom friend were condemned to death by a prison governor for having tried to escape. On the morning of execution the governor informed him that if he would agree to do the business of hanging, his own neck would be saved. His presence to-day in the flesh is supposed to be

Kilmore's Lord Mourning.

Lord Kilmore, already in mourning for his aunt, Lady Jane Hinde, grieves for the loss of Prince Francis of Teck as a friend with whom he had been in touch in half-a-dozen capacities. An amateur actor and industrious playgoer, he knew Prince Francis as a frank critic and keen student of the drama; as a musician he knew the soundness of his friend's com-



MOST POPULAR IN ART-LOVING SOCIETY: MRS. COLNAGHI.

Mrs. Colnaghi, of 14, Bolton Street, is the widow of the late Mr. Martin Colnaghi, who was considered one of the finest judges of pictures in his day.

Photograph by Lillie Charles.



TO BE "AT HOME" AT BATH HOUSE ON THE 8TH: LADY WERNHER.

Lady Wernher has sent out invitations for an "At Home" at Bath House on the 8th, when there will be a private view of dolls dressed for the Children's Happy Evenings Association. Lady Wernher entertains not only in London, but at Luton Hoo Park, where once Mme. de Falbe reigned.—[Photograph by Lafayette.]

a sufficient conclusion to the episode. The same story, let it be said, is told, it is believed on much better grounds, of a mild-looking exile who is a familiar figure to many in this country, and will be unnamed. Miss Sasha Kropotkin has studied, and is very popular, in London. She is as advanced in political opinions as her father.

From Grand Stand to Grand Opera.

The Turf has been inclined to suspect that the dwindling of Lord Howard de Walden's enthusiasm for its affairs was due less to the allurements of the surf or of sword-play or of falconry than to those of the Muses. And the Turf is right. After novels and a play, the libretto of an opera has been written, and Covent Garden is producing it. The universal weakness of authors to incline towards disappointment when a beloved composition comes back from the printer, looking cold and awkward on unflattering proof-sheets, did not spare Lord Howard de Walden. But let him not slink back to Newmarket! Covent Garden is confident of the success of the opera, and its triumphs are more enduring than those of the paddock.

The Fifth of November.

"The young Baron is discovered behind the curtain pulling the wires for the imprisonment of his old tenant"; such is the legend over one of the shops on Lord Howard de Walden's London property. Faithful to the station there allotted him, he is discovered behind the Covent Garden curtain, under the guise of "Mr. Ellis." Why did he not boldly call himself "Mr. Lewis," and so open another chapter, and thicken the plot, in "the Holles Street drama"? Of plots and plotters Lord Howard de Walden is always reminded on the Fifth of November. Belgrave Square should send up special rockets as a memorial of his descent from one of the prime discoverers of the Fawkes Conspiracy; and even the tenant with a grievance might be induced, for one night only, to join the festivity.

The Inseparables.

They take their holiday together, on board Baron de Forest's yacht; each almost lives in the other's house; they sit facing each other in the House of Commons; and in court, during a recent famous case, they were not divided. Such are the Home Secretary and Mr. Freddy Smith. A little speech against each other, now and again, only serves to add to the unities of private life; and when Mr. Winston Churchill goes to the Old Bailey to hear his friend defend a client we get an interesting situation—that of a Judge-maker listening to a pleader who is sure of a seat on the Judicial Bench, unless he likes to take his chance later of the Woolsack.



MARRIED TO THE GOVERNOR OF GIBRALTAR ON NOV. 1ST: LADY MARY HUNTER.

The wedding of General Sir Archibald Hunter, Governor of Gibraltar, and Mary Lady Inverclyde took place on the 1st.—[Photograph by Lillie Charles.]

WHAT WILL MR. KIPLING SAY IN HIS SPEECH NEXT CONFERENCE DAY?

(BEING "OUR WONDERFUL WORLD!")



"FILLED UP WITH SOME BREAKABLE MATERIAL"; BUT NOT TO HAVE WEIGHTS DROPPED UPON IT:
THE PARACHUTE "FALL GENTLY" DRESS FOR AIRMEN.

At the International Conference for the safety of airmen, held at Folkestone the other day, Mr. Rudyard Kipling said: "I understand that the French experts are suggesting a pneumatic helmet and jacket, which might guard aviators against serious injury in a moderate fall, but not in an excessive one. The best test would be with a human being inside; but people strongly object to being tested in that way from a great height. It has been suggested that a safety-suit should be filled up with some breakable material, and weights dropped on it; but I am afraid that experiments will be by no means reliable until they can be conducted with a man inside the suit." Possibly, on next Conference day he will discuss the costume here illustrated, which is designed to open out and act as a parachute when the airman falls and spreads out his arms. Will the inventor of this safety-dress ever test it by jumping from a height while wearing it? No action could better prove his belief in its efficiency.

Photograph by Menriss.

THE STAGE FROM THE STALLS

By E. F. S. (MONOCLE.)

The Cavalry Play. Fundamentally, there is nothing in the description of "Mrs. Skeffington" as "an episode in cavalry barracks." No doubt all the military detail as to costume and manners has been carefully worked out, and is correct; but if one is asked to consider that the piece in any respects is based on character as specialised by a military career, the simple answer is that it is based on a study of the stage, and not of life at all. No doubt all the male characters exhibit a humble standard of intelligence, but this hardly proves that they are soldiers. The first act was not over before people were murmuring the name of Mr. Henry Arthur Jones' clever comedy "The Liars," some perhaps with a little vexation, others feeling the more interested in Mr. Cosmo Hamilton's work on account of its resemblance in theme to the earlier play. As a matter of fact, the resemblance is superficial. No doubt each play is based on a conspiracy to deceive a jealous husband concerning a foolish escapade of a wife guiltless of anything worse than a gross act of indiscretion. The methods of the two playwrights are quite different. Mr. Jones keeps his play on the level of comedy, and has a light touch. Mr. Hamilton treats "Mrs. Skeffington" partly as farce of the "Prête-moi ta femme" order—though in a strictly proper manner—and partly by way of rather heavy sentimental comedy; also he introduces the comic military element, based chiefly upon two youthful officers and their philandering.

Does Plausibility Count? To ask whether the charming heroine would ever have engaged in the mad scheme of trying to help the foolish wife, a stranger to her, by passing herself off as the wife of the Major whom she loved and wanted to marry—a fact of which he was ignorant—is to raise a big question. Probably the answer is that Mr. Hamilton does not profess to attempt to convince, but merely seeks to amuse. Early dramatists, if using such a device, would boldly have simplified the matter, and strengthened the play, by showing that the love-sick maiden was playing chiefly for her own hand, or, rather, that of the Major; and would have made her exhibit some of the hunting instinct of the heroine of "Man and Superman." Mr. Hamilton's heroine is too lady-like for that kind of thing—she would not lift her finger to lure the gallant, if very dense, officer. It is significant of the trend of modern comedy that when the schemes for deceiving the jealous husband have all come to the ground the dramatist does not attempt to provide a dénouement by any stroke of theatrical ingenuity—so much the better, though one can hardly help thinking that the husband was convinced very easily.

The Acting. Miss Beryl Faber's acting as the heroine is quite admirable—indeed, I recollect no performance of hers so full of charm and command of the stage. Miss Ellen O'Malley, a very

clever actress, has, unfortunately, not the feather-brain note necessary to render the conduct of Mrs. Skeffington probable and excusable. Mr. Dawson Milward is just the man for the Major, and the parts of the two young officers were capitally presented by Messrs. H. Robert Averell and Max Leeds.

The Curtain-Raiser.

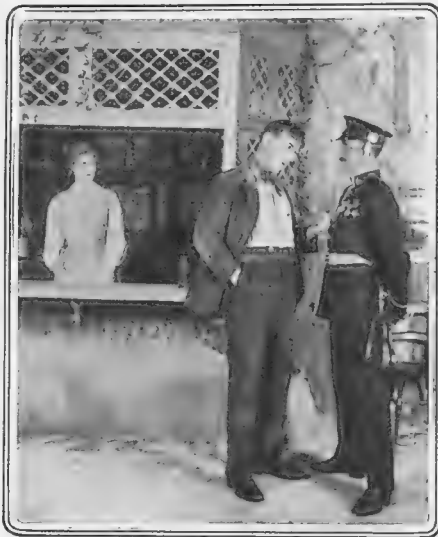
It is a misfortune of the present system that the *lever de rideau* is getting rare. Managers refuse to be burdened with the expense and trouble of them, to the serious loss of young dramatists and players, also, sometimes, of the managers themselves, for it does happen that playgoers "kick" at having too little for their money, and stay away. Mr. Vedrenne has other ideas, and wisely presented Mr. Frederick Fenn's admirable, entertaining work, "The Convict on the Hearth," a piece which, with almost curious felicity, exactly fulfils the requirements of the one-act play, and consequently appeals successfully to the critical and the unsophisticated.

Mr. H. A. Jones at the Alhambra.

All sorts of distinguished people were present at the Alhambra, including Lord Roberts, to see a sketch by Mr. Henry Arthur Jones called, "Fall in, Rookies!" It is hardly to be pretended that they came to see the play as a play, the real attraction being that it is a conscription tract. Perhaps, logically speaking, it proves little more than that it is better to be a soldier than a drunken loafer; but, as might be expected from the authorship, it has its note of drama, and in the dialogue there are telling passages. Still, one must rather judge "Fall in, Rookies!" by its object than its quality, and people differ a good deal as to the object. This, however, is hardly the place in which to discuss the rather tardy introduction of a system which is growing fearfully unpopular on the Continent. Mr. Farren Soutar gave a very effective performance as the loafer; Mrs. Leslie Faber acted brightly and cleverly.

"The Liars" Again.

Once more "The Liars" at the Criterion, and not for the last time by any means. How surprisingly fresh and bright it is, with its sharply drawn, cleverly contrasted characters, and witty dialogue. No doubt, you can find passages too neatly turned to suggest real life; but they are congruous with what is now a light artificial comedy, and a brilliant specimen of its class. Perhaps we have seen stronger casts in the play, but the central figures remain—the ever-popular Sir Charles as Sir Christopher and Miss Mary Moore as the heartless Lady Jessica, the amusing Mr. Alfred Bishop as Mr. Coke and Mr. Sam Sothern as the unhappy Freddy. In addition are Miss Ellis Jeffreys, Miss Dorothy Thomas, Miss Norma Whalley, Miss Lettice Fairfax, and Messrs. Corbett and Trevor.



THE MUSIC-HALL "ENGLISHMAN'S HOME":
"FALL IN, ROOKIES!" AT THE ALHAMBRA:
MR. FARREN SOUTAR AS NAT AND MR.
GREGORY AS THE SERGEANT.

Mr. Henry Arthur Jones frankly acknowledges that his little play, "Fall in, Rookies!" has a very obvious and glaring moral—that is, that a spell of service in the Army is likely to turn a ne'er-do-well into an excellent citizen. Thus we may, perhaps, fairly argue that "Fall in, Rookies!" is the "Englishman's Home" of the music-hall stage. Mr. Farren Soutar plays the part of Nat with very considerable ability, and does much towards the earning of the hearty applause with which the piece is being greeted.



THE HENRY ARTHUR JONES PLAYLET AT THE ALHAMBRA: "FALL IN, ROOKIES!"

Nat Drake, a village ne'er-do-well, enlists in the Army, and returns home three years later a very different person, living proof that a spell of work in the Army is likely to do a young man any amount of good. The piece is capitally played. As we have already noted, Mr. Farren Soutar is the Nat, and on him falls most of the work. Mrs. Leslie Faber is the heroine, Cherry Gedge.

THE LITTLE ANGEL HAT; THE TURNED-UP-TROUSER "SKIRT";
AND OTHER ITEMS OF THE MODERN WOMAN'S DRESS.



1. THE JOCKEY HAT.

2. THE LITTLE ANGEL HAT.

3. THE TURNED-UP-TROUSER LOUNGE-SUIT.

4. THE BAT'S-WING DRESS.

We illustrate on this page four of the newest ideas in dress for the up-to-date woman. The jockey hat and the little angel hat, both creations of the Maison-Lewis, are shown worn by the charming Mlle. Leonora. The turned-up-trouser "skirt" worn with a lounge-suit jacket hails from France, as does the robe so planned that its curious, large sleeves suggest a bat's wings, though they are decidedly more flimsy and ornamental.—[Photographs by Record Press and Fleet Agency.]

STAR TURNS

MR. WILKIE BARD.

IT is a long step from an undistinguished position in a cotton-spinner's office in Manchester to the centre of the stage of the leading West-End music-halls, with all the advantages—and disadvantages—of the limelight burning hot upon one's face.

Mr. Wilkie Bard was quite a youth when he discovered that he had a voice and a distinct comic gift. When he was about sixteen years of age he was constantly being asked to sing at boys' clubs. One night, the manager of the Grand Music Hall, Manchester, who happened to be present, offered him an appearance as an "extra turn" with a view to an engagement. The offer was declined with thanks, for Mr. Bard knew that there was an enormous difference between singing in a club and singing on the music-hall stage, and he realised that his days at the cotton-spinner's would be numbered if he accepted. The manager repeated the offer many times on other occasions, until at length it was accepted, and Mr. Bard did an extra turn with such success that the manager at once engaged him for a fortnight at £2 10s. a week.

He worked by day in the factory and sang at night in the music-hall. That, however, only lasted for a few nights, for the manager of the factory sent for him, and said that, as it was impossible for him to serve two masters, it was necessary that a choice should be made immediately. Mr. Bard weighed half-an-hour's work a night for fifty shillings against ten hours' labour by day for a week for eighteen shillings, and plumped for the former. One tragic day, after a few other engagements in the neighbourhood, he accepted an offer at the Ship Hotel, Morecambe, at thirty shillings a week. He went on to the little stage in the room and sang his songs, but there was no sound of recognition at the end from the few habitués of the house, who had been playing dominoes. After a few minutes he was told that the proprietor wanted to see him. "What's the sixth of thirty bob?" asked the proprietor. "I always understood it was five," replied Mr. Bard. The proprietor nodded to his wife. "Very well, mother; give him two half-crowns and let him go." Mr. Bard took the two half-crowns and went out into the night, wondering, as he sat by the sad sea waves, whether he had been wise to leave the cotton-spinner's.

After a few weeks, however, he was booked at the Tivoli Music Hall, Bristol, for £4 a week. So successful was he that the manager offered to be his agent, and for two or three years kept him in constant work. It was during that time that Mr. Bard made his first London appearance at Collins's Music Hall, Islington, where Mr. Chevalier had just finished a long engagement. In the North, he had been singing Cockney coster-songs, and his broad Manchester accent had not stood in his way. In London, however, it was different. The moment he opened his mouth, the audience hissed and shouted until he went off. Still, he took his baiting so good-naturedly that the audience treated him as a humorous turn, and he was allowed to plod on for the week. That experience proved the necessity of leaving Cockney songs severely alone and working to get rid of the Manchester accent.

At length he got a song with a spelling chorus, "It was b-e-a-u-t-i-f-u-l." With this, he applied to the manager of the Tivoli for a trial performance. The usual weekly rehearsal was taking place, and in the stalls were sitting such popular artists as the late Dan Leno and Bessie Wentworth, Peggy Pryde and Mr. George Robey. Half-way through the song the manager got up and walked out of the hall. Mr. Bard might be forgiven if his heart went into his boots and he believed that he was a dire failure, for no one applauded when he had finished. All the same, the manager had seen enough to warrant him in engaging him on trial

for the following week. He stayed for seven weeks, and then signed to play a return engagement at double the salary at the Tivoli and the Oxford. To these, subsequently, was added an engagement at the Pavilion, where he was the last turn for fourteen weeks. The last turn but one was Dan Leno, and as he came off, that famous comedian, then in the zenith of his popularity, used to say a few kind words to the young comrade who was waiting to go on to play the people out.

Mr. Bard's first great success came when he went down on his knees and taught the public to sing a ridiculous chorus—

O, O, capital O,
Why it should be so, I really don't know.
O, O, now let it go.
If you don't know the chorus, sing
O, O, O.

After that he never looked back, and among his great successes have been his chorus-songs, his extempore interruption songs, and those in which both were combined. The extempore songs required the assistance of a confederate in the audience, who used to give out the subjects on which Mr. Bard was to extemporise. Instead of singing about the people asked for, he used to sing about others. Thus, if Lord Rosebery was asked for, he would sing about Lord Kitchener, and when the confederate objected, he would blandly declare that he "hadn't learnt the Rosebery verse yet." Once, in Oldham, the confederate left in the middle of the week. Another man was engaged, and duly rehearsed in the part. Unfortunately, that night a new policeman was put on to keep order in the house. When the confederate, in accordance with his part, began to abuse Mr. Bard roundly for not

doing what he had been asked, the policeman, thinking to prevent a disturbance, took him by the collar of his coat and a convenient portion of his nether-garments, and hustled him, with some unnecessary violence, out of the stalls into the street. The confederate went round to Mr. Bard, whose song had been brought to an abrupt conclusion, and informed him that, if the policeman was a necessary part of the proceedings, he would prefer that his engagement should finish there and then. Happily, reassurances were given, and the interruptions proceeded without mishap.

For the last ten years Mr. Bard has been one of the leading figures in pantomime, and he may justly be said to have reached the highest possible point of achievement in that line; as in the last two productions at Drury Lane he has taken the place previously occupied by that king of comedians the late Dan Leno.



THE ACTRESS-DAUGHTER OF THE PUBLICIST WHO SAID THAT HE WOULD RATHER SEE A DAUGHTER OF HIS DEAD THAN ON THE STAGE.
MISS ESTELLE STEAD.

It will be remembered that Mr. W. T. Stead had never seen a stage play until he was fifty-six, and that at one time he made the statement that he would rather see his daughter dead than see her on the stage. Since that time he has modified his opinion, and now says, "A father had better see his daughter dead than see her on the stage of some theatres—theatres which degrade art and corrupt morals." So far as his daughter's recent appearance on the stage is concerned, he argues that he should receive more congratulations than condolences. He is glad that his daughter has found, by going on the stage, work in which she can give a fitter expression of all that is in her than by journalism. He regrets her step in that he has lost her as private secretary, a position she filled with great ability. Everyone is wishing Miss Stead all success in her new career.—[Photograph by Pestel.]

Caddies !



V.—THE WHITE SLAVE.

DRAWN BY FRANK REYNOLDS.

MY FIRST APPEARANCE

VIII.- MISS MARION TERRY.

MY first appearance on the stage was something of a surprise, not only to me, but to the members of my family. Although my father and mother were actors, and both my sisters, Kate and Ellen, had distinguished themselves even as children on the stage, and it might naturally have been thought that I was sure to follow in their footsteps, there was no such idea in the family. As a child I was very quiet, without any of the high spirits which are supposed to go with the dramatic quality, and I was greatly bound up in music. I spent most of my time at the piano, and practised diligently. My tastes were all for classical music, and I played Bach and Beethoven then with great facility, so that my people thought I might become a pianist, and I thought so too.

So little heed was given to any question of acting talent I possessed that only on two occasions had I been asked to play in private theatricals, and those two performances were the only ones I undertook before I went on the stage.

As a matter of fact, it was through my playing the piano that I really came to go on the stage at all. Mr. Tom Taylor was a great friend of our family, and my sisters often acted in his plays. As a child I used to go to his house with them. One day, when I was older, Mrs. Taylor was playing some duets with me. I got greatly excited over the music, and I appeared anything but the quiet, demure young damsel they were accustomed to see. Mr. and Mrs. Taylor began talking about me, and they came to the conclusion that perhaps, after all, I might be able to do something on the stage. It so happened that just at that time Mr. Taylor was going to produce "Hamlet" at Leeds, for some purpose or other which I have quite forgotten, if, indeed, I ever knew what it was. He was just making up the cast, and he told me he would let me play Ophelia if I cared to study the part. Without a moment's delay I began to learn the words, and when I knew them I went through the part with him. He approved, so it was finally settled that I was to play. We played two nights in Leeds, and one night in Manchester. Odd as it may seem, I can't remember the theatre or the names of any of the actors with whom I was associated. My mother went with me to Leeds, and it was she who

superintended the dresses I wore and everything connected with my appearance. I wore a dress of white flannel, which, I think, was the same material as my sister Ellen wore when she played Ophelia at the Lyceum.

The earlier part of the play went smoothly enough. When I came to the Mad Scene, I was sitting on the floor arranging the flowers which I had brought on in my hands, while I sang the snatches of song. In the middle of the scene my mind became a blank. I had forgotten every single word I had to speak. There was no prompter. That fact I remembered very clearly. There was a pause while I tried to remember what I had to say. I did not get flustered or show that I was put out in any way. I simply went on arranging my flowers just as if it was premeditated business; then I got up, went over to the actor who was 'playing Laertes, gave him some of the flowers, put my head on his shoulder and whispered, "Tell me what I have got to say next." He gave me the words, and I went back and played the rest of the scene without the least trouble.

Tom Taylor was in front, and noticed what had happened. He came round when the curtain had fallen and patted my head. "You'll do all right," he said. "You have the making of an actress in you." Then he went on to say that when I crossed over to Laertes he could not think what I was doing, and came to the conclusion that, as I seemed so calm and undisturbed, I had invented some new business for the scene, which I had not had an opportunity of trying at rehearsal.

That first appearance led to my receiving my first offer of an engagement. The exceptional nature of the production, by reason of Tom Taylor's association with it, caused it to be reviewed in the London papers, and the critics mentioned me favourably. When I got to the theatre the next night there was a telegram for me from Mr. Henry

Neville, who was then the lessee and manager of the Olympic Theatre, offering me an engagement with him. It is hardly necessary to add that it was accepted for me, and for a time I played little parts in one-act pieces before I went to the Strand. It was, however, in "Dan'l Druce," at the Haymarket, that I got my first big part, and then I really was very happy.

MARION TERRY.

MISS MARION TERRY: AN EARLY PORTRAIT.



MISS MARION TERRY AS DOROTHY
IN "DAN'L DRUCE."



MISS MARION TERRY AS GALATEA
IN "PYGMALION AND GALATEA."

IN THE EARLIER DAYS OF HER STAGE CAREER: SOME INTERESTING PORTRAITS
OF MISS MARION TERRY.

Photographs by Window and Grove, Lock and Whitfield, and Elliott and Fry.

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THE PREPOSTEROUS PINCHER.



THE INDIGNANT COSTER: 'Ere, Missus! Give over pinchin' them bananas. 'Ave a go at the cokernuts instead.

DRAWN BY WILL OWEN.



A NOVEL IN A NUTSHELL

SUSIE — SUSAN.

By WALTER E. GROGAN.

(Author of "The Dregs of Wrath," "The King's Sceptre," "The King's Cause," etc.)

ALGERNON LORD WENTWAY stood warming his back at his library fire. The electric lights were carefully subdued, heavy curtains dulled the coughs of infrequent motors which intruded upon the ten o'clock quiet of Grosvenor Square, and a table with decanters stood handily. Mr. Pebblequick watched his Lordship with the heavy intelligence of the family lawyer. He was thinking that his client wore well, taking into consideration his sixty-five years and the use to which he had put some of them.

"It is an experiment, my Lord," said Mr. Pebblequick, shaking his head and peering at his Lordship through his eye-glasses. These were of plain glass, for Mr. Pebblequick had excellent sight; but glasses lend a complete furnishing effect to the family legal face. They suggest that the wearer can be near-sighted when necessary. And this frequently is comforting.

"You are against it, Pebblequick?" Lord Wentway asked.

"I regard all experiments suspiciously. Old port, matured cigars, old ways best, eh?" He smiled the plitudinarian's smile.

"But, Pebblequick, I hardly think you have grasped the situation." Lord Wentway raised and lowered himself on his toes, glancing admiringly at the slimness of his waist. "It pleased Providence to take my dear wife some five years ago. I was naturally left lonely, but—er—I did not repine unduly. It is now six months since my sister Julia, having triumphantly married her second daughter (poor Mary hung upon the parent stem so long that I had come to regard her as a permanent safeguard—er—source of employment for Julia) turned her attention to me. She realised my loneliness—I must confess a little tardily. She announced her intention of devoting herself to solacing my few remaining years—a preposterous way of putting it. I pointed out that I had the consolation of my books," Lord Wentway nodded towards the serried shelves of volumes regularly taken down and dusted by the housemaid at spring cleaning; "but—er—she ignored my remarks. I do not wish to cast any doubt upon Julia's altruism—but it is a fact that as dowager she is in rather straitened circumstances. Well, well! I come to the point. For six months she has been looking after me. You can take it from me, Pebblequick, that she is too deucedly conscientious."

"A remarkable head for business, my lord," murmured Mr. Pebblequick. "I remember I drew up the settlements when she married John, ninth Marquess of Urkminster." Pebblequick had as lively an appreciation of old titles as of old port.

"Yes," mused Lord Wentway. "Julia did very well, considering. But property is not what it was, Pebblequick. A predatory nation the Welsh. . . . So Julia looks after me—and incidentally saves. A widowed sister, Pebblequick."

Pebblequick sighed sympathetically.

"The late Marquess was—" he suggested.

"Emphatically! Julia now takes such a jaundiced view of everything I do. I think it is positively indecent to judge me by the experience learned from one who at all events is dead. It—it is a daily confutation of the *de mortuis nil nisi bonum* condition of mind, which, after all, is a sporting rule of conduct. Without it who would dare to die?"

"True, my lord. But this experiment is iconoclastic."

"But the position grows intolerable. For instance, yesterday I told Julia that I lunched at the Club. She sniffed. There is something excessively annoying about sniffing. It is disbelief without words. Because John pursued a career of consistent prevarication there is no reason why I should be misjudged."

"You did lunch at the Church and State, my lord?"

"No, no. I said at the Club. Strictly true, Pebblequick, strictly true. The Club, however, was not the Church and State, but a little Bohemian. Well, well, Pebblequick, we legislators must have a little relaxation. The air of the Thespian is—er—freer than that of the Church and State."

"Freer and easier, my lord."

"Exactly. Cosy, too. Well, well. . . . I admire Julia—at times—immensely. But admiration, after all, is a point of view. At present the point of view is too close. . . . I propose inviting my daughter-in-law. After all, she, too, is a widow."

"Yes, yes. But the Honourable Mrs. Slaney! Bless my soul, my lord, you cannot possibly contemplate Lady Urkminster tolerating her presence!"

"Well—er—Pebblequick, candidly, I don't." Lord Wentway's

rather heavy eyelids flickered. "That, I take it, is exactly the point."

"But you yourself, my lord? You have not seen her for years. She is impossible!"

"Pebblequick, when my son Percival ended his profitless existence—"

"My lord, you are too hard. Not profitless," the lawyer murmured.

"I allow you your point of view, Pebblequick. These sons are the mainstay of your profession. When Percival died he left nothing but debts, his widow, and his boy. Since then, Susie—horrid name! where do stage persons find their heathen Christian names?—has been a pensioner. Should Julia leave, as you suggest, I—er—feel that I can deal with her more effectively by correspondence. In my house I am at a disadvantage. I confess it. I find it an absolute impossibility to turn Julia out. But once she has left me—well, I shall not encroach upon her altruism again. And Susie—it really is a nauseous name!—will be an easy proposition. That sort of person suffocates in our atmosphere."

"The boy, my lord?"

"At Eton. Spends his holidays with a tutor."

"I don't like it," Pebblequick answered stolidly. "A seat on the board of a limited liability company when in the country, and business connected with the estate when in town, I have always found to be quite sufficient. I have avoided several imminent divorces through advocating that course."

"Julia has been married," Lord Wentway said sadly. "I really daren't even run down to Wentway on legitimate business. She suspects Paris at once!"

At the close of lunch the next day, Lord Wentway spoke to his sister. The Dowager Marchioness of Urkminster was a well-preserved, massive woman of sixty, with a dominant nose and large, cold grey eyes shaded by thick black eyebrows. There was a little hesitation in Lord Wentway's manner.

"My dear Julia," he prefaced, "you have frequently informed me—with perhaps unnecessary pointedness—that at sixty—er—odd years—"

"To be precise, Algernon, sixty-five," interposed Lady Urkminster.

"Certainly—five is an odd number. Er—at that age one may not look forward to so long a life as—well—er—a younger man may."

"I put it more succinctly, Algernon."

"You frequently do, Julia," replied Lord Wentway with a touch of acerbity. "I have thought over this, and, acting upon your suggestion, being led, my dear Julia, to regard your implied warning that I may not anticipate unlimited years to come as being to some extent wise—"

"Algernon!"—Lady Urkminster's voice became suddenly deeper, and she handled a lorgnette—"what fresh folly do you contemplate?"

"Folly, Julia?" expostulated Lord Wentway.

"I repeat, folly. I have known you many years, Algernon. I fully realise your capabilities. I may have neglected you in the past. I had other duties. John required exhaustless patience and firmness. My children demanded my care. In the cases of John and Algy—whose name, alas! was not all that he derived from you—extreme care. Now that they are all married, and well married, Algernon (even Mary, who, poor child, had very little to recommend her—she was the image of John), and my duties in other directions are not onerous, I can devote myself to you. And I will. I thank Heaven that I have never shirked a duty—however painful."

"You are speaking uncommonly plainly!" Lord Wentway exclaimed, with some show of testy heat.

"It is my custom, Algernon. I have that courage."

"You show an extreme lack of tact!"

"Tact is unnecessary in families. It is only warranted where absolute knowledge is impossible. We know each other too well for tact to be anything but flagrant suppression of facts and opinions. But this new folly, Algernon? I pray that you relieve me. It may not be so bad as I fear—although past experience forbids me to hope."

"I protest against the word 'folly,' Julia."

"You tell me that words of mine have influenced you. That is

[Continued overleaf.]

not your normal attitude. Pebblequick was here last night"—Lady Urkminster made a wry face—"I mistrust Pebblequick. He put John upon the board of a company. The man is jackal to any ass in a lion's skin who possesses a little money." She stared at her brother. "What is it, Algernon?"

"I have written to Susie."

Lady Urkminster gasped.

"I am afraid I have misheard you, Algernon," she said, with studied calm. "Surely, Pebblequick or someone attends to her pension?"

"I have written to Susie to ask her to—to stay here."

"Really?" said Lady Urkminster bitingly. "Really?" She waited, watching Lord Wentway intently. He grew uneasy under her gaze.

"My poor boy! His widow. I—I feel that her place——"

"After how many years?"

"Fifteen," he said weakly. "Dear Rachel would not hear—er—I did not think it right to introduce—Dear Rachel was my wife——"

"It was a convenient fact to remember—at times, Algernon. May I inquire if the consideration you say you gave to Rachel does not extend to me?" Her tone was of that peculiar icy character which invariably perturbed Lord Wentway.

"Well, well," he said. "After all, Julia, you are not my wife."

"No—no, Algernon. I trust I am properly grateful to Providence."

"She is my son's widow. Your reiteration of the Psalmist's appraisal of the expectation of life—I believe modern actuaries are not in agreement with him, by the way—has induced me to feel that there should be a rapprochement. Her son will succeed me. There is that consideration. Your words have had their influence."

"I must have expressed myself very badly."

Lord Wentway avoided her eye.

"I have suggested an early visit," he added.

"You give her a good allowance?"

"A thousand. And I bear the boy's expenses."

"A thousand—and a handle to her name. Ample."

"You have never met her, Julia?"

"Never. But I saw her once. I saw a great deal of her. It was at the Folly Theatre—such an appropriate name! She danced. I believe she was supposed to sing. If so, I do not remember noticing it. Her figure was positively immoral. It was—perfect. There could be no doubt. She was—so frank. Susie Seymour!" She pronounced the name as though it were an unpalatable dish.

Lord Wentway winced.

"She may have changed," he suggested.

"Possibly. Broadened—mentally and physically. Her conversation might possibly appeal to you—if she were anyone else's connection and not your own, Algernon. It is conceivable. Susie Seymour!" She shrugged her shoulders. "A long visit, Algernon?"

"I—er—did not mention any determinate time."

"Ah!" Lady Urkminster regarded him closely.

"It is my conception of my duty. I do not disguise the fact that it will be distasteful. But you have been very eloquent, Julia. And, after all, there is your example. You have invariably made duty the rule of your life—or the rule of your life your duty. I feel that I ought to master my natural shrinking, and—er—put up with Susie. But you, Julia—there can be no reason why you should be sacrificed also. No doubt either John or Algy, or—or one of the girls——"

Lady Urkminster sat up a little more stiffly.

"No, Algernon. I shall not forsake you," she said, very clearly.

"You may need me"

"Impossible!"

"Impossible?"

"Impossible for me to allow you to be subjected to such a trial."

"The creature no doubt has friends. I think I can promise to protect you from their intrusions, Algernon. Besides, my children all have nurseries. Nurseries upset the domestic calm. All of them, that is, with the exception of Mary, of course. She, dear child, was with me so long—six years after the others—that I think we had better remain apart for a while. I want to forget those despairing years."

Lord Wentway regarded her with a flutter of apprehension.

"Julia, I—I must insist that no consideration for me shall constrain you to endure the infliction of Susie's company," he protested.

"My dear Algernon," Lady Urkminster replied, in the tones of finality, "I shall remain. Whatever the discomfort to me"—she gave a cursory glance round the handsomely appointed room—"I shall remain. I really should be uneasy about you, Algernon—there appear to be no bounds to your folly. I will ask Tomkins to telephone to Dr. Lang-White. I must be unwell for a week or so. It will be impossible to receive while the creature is here."

Lady Urkminster swept out of the room slowly and importantly.

"I wonder," mused Lord Wentway, "whether the rock appreciates the limpet? Missed, by gad! But she will never be able to stand Susie as a permanency."

Lord Wentway received a note accepting his kind invitation. It was brief, repressive, and signed "S. Slaney." His Lordship smiled

over it. "That's either a 'Guide to Correct Correspondence' or the effort of a National School teacher friend," he surmised.

He dined at the Church and State that evening, and breakfasted in his own room the following morning. Stealing downstairs at the time Lady Urkminster usually devoted to ruffling the housekeeper's feelings, he found her Ladyship alert at the door of the morning-room.

"One word, Algernon," she said. "Please close the door. I was afraid that you might be hurried this morning. By the way, you don't look well. It is useless to tell me that you dined at the Club last night—the Club would never endure the atrocious cooking from which you are now suffering so unmistakably. When does the creature arrive?"

"After lunch to-day."

"Ah! You will lunch here?"

"Can you doubt me, Julia?"

"Frankly I do. The first meeting will probably be unpleasant. John invariably shirked unpleasant things. All men are moral cowards. Remember, I shall expect you. Where does she live?"

"At Sydenham."

"Sydenham? Where is that? I don't know it. In the country? These creatures sometimes have a morbid craving for the country. Rusticity they call it, I believe. It smacks of footlights."

"Sydenham is, I gather, a sort of suburb of London."

"Really? How quaint. But I suppose there must be that sort of place for that sort of person."

Lord Wentway sent a telegram a little previous to the luncheon-hour. Lady Urkminster received it philosophically.

"Business," she commented. "Algernon has far less imagination than John had. So trite—so very transparent."

Lord Wentway entered the big Grosvenor Square drawing-room a little nervously. He had managed carefully to leave only a margin of twenty minutes before dressing for dinner would become imperative. The room was empty. For five minutes he waited restlessly. Then the door opened, and Lady Urkminster entered majestically, followed by someone else.

Lord Wentway rose and advanced towards the stranger.

"Welcome," he said pompously—"welcome to my house, Susie."

"Susan, please, Lord Wentway." The voice was unpleasantly firm and decided. His Lordship found himself staring with astonishment at an uncompromisingly middle-aged woman, rather under medium height, thin, with no vestige of her former prettiness remaining, severely dressed in dark grey. Her eyes were coldly censorious.

"I—er—beg your pardon," he ejaculated. His gaze wandered to his sister. Lady Urkminster smiled. The smile was uncomfortably suggestive of triumph.

"I have adopted 'Susan,'" the Honourable Mrs. Slaney explained.

"In my position I felt that the other name was altogether incongruous. Now that we have met—I do not intend to refer to the length of time which has elapsed—I must ask you to forget my former mode of life. I have placed all that behind me."

"But—your former triumphs——" Lord Wentway felt bewildered.

"The subject is repugnant to me." His daughter-in-law's voice was coldly emphatic. "I am glad to say that in my circle at Sydenham it is forgotten."

"Susan has told me," Lady Urkminster pronounced her words with appreciation, "that she is quite devoted to good works."

"I do what I can," Susan continued. "I think, in this era of laxity and profitless pleasure-seeking, it is incumbent upon our class to set an example. I set my face against the Smart Set. It and its doings are alike the essence of vulgarity. I hope, I think that I may say with truth, that I have purified Sydenham society. As its leader, I have deliberately encouraged a severer and a sanner recognition of the seriousness of life."

"Well, well," muttered Lord Wentway, mentally visualising, with a nightmarish feeling, the old Folly Theatre and Susie Seymour as she was. "Er—do you sing now?"

"Oh, no." She stared at him coldly.

"Susan tells me that she will be unable to make a long stay, Algernon," Lady Urkminster said. "That is very regrettable. Neither now nor at any time."

"Frankly, Lord Wentway, your mode of life—I have heard some very censorious opinions concerning you at Sydenham, opinions which, true as I felt them to be, could not but hurt me, expressed about so near a relation. There is also the duty I owe to Sydenham society. They look to me for guidance. From time to time, however, I hope to pay you occasional visits."

"I had hoped," Lord Wentway said lamely, "that you would have stayed some time, and the boy could have joined you here during his holidays."

"I fear that I could not approve of the influences of your house for my son," the Honourable Mrs. Slaney replied. "You yourself arranged for his holidays. I am perfectly content. It is fitting him to take his proper position when he succeeds to the title. It is time to dress."

As Lady Urkminster passed her brother she smiled at him.

"I shall tell Tomkins to 'phone Dr. Lang-White that he need not call again. I am sure, Algernon, that you will be glad to hear that I am feeling better—very much better."

Lord Wentway closed the door with unnecessary violence.

"Susie!" he said. "Well, I'm damned!"

THE END.

SPECIAL TURN: THE ECCENTRIC TRIO.



THE SHIPWRECKED A.B.: So you objects to being made inter soup, does yer? You ungrateful little varmint—after me a-savin' you from bein' drowned, too!

DRAWN BY HESKETH DAUBENY.



THE EXAMINER: But if, as you say, all the rivers run into the sea, why doesn't it overflow?

JOHNNIE (taken aback): Why—er—'cos it's so full of sponges.

DRAWN BY J. MACWILSON.



THE EXASPERATED GOLFER (whose ancient caddie will keep lagging behind): Look here, I wish you'd buck up and walk a bit faster. We don't want to be all day over this round.

THE ANCIENT CADDIE (indignantly): Walk fester, indeed! What wad ye expect for yer wan-an'-saxpence. A streak o' lichtnin'?

DRAWN BY HARRY LOW.

CRACKS OF THE WHIP

By CAPTAIN COE.

National Hunt Jockeys.

Luckily, we have a few dependable jockeys riding under National Hunt rules, and some of these should pay for following during the winter season. Ernest Piggott is master of the art, and especially in hurdle-races, when his judgment often gets him home. Piggott is Tom Cannon's son-in-law. He used to ride on the flat, and has ridden over a country on the Continent. Cowley is another jockey that has always a good average. He is riding this year for Prince Hatzfeldt, who is a strong patron of steeplechasing. Cowley is a level-headed man, quiet and does not attempt to ride a flashy race. He is a very strong finisher. John Nightingall, who trains and rides, is an intelligent-looking young man, better educated than many of the professionals. He is a capital cross-country jockey and a fine golf-player. John should get all the riding he wants this winter. The brothers Morgan—there are five of them—are all good alike. They learned their riding in Ireland. Another Irishman who is a very fine rider is A. Anthony, who will this winter ride the jumpers trained by Persse at Stockbridge. A. Anthony was steeplechase jockey to the late King, and he won the Grand National in the royal colours on Ambush II. He always maintains that the horse should have won a second time, but for his over-anxiety to get him over the last fence, where Ambush II. fell, on the take-off side. I myself think that if he had rolled over the fence he would have been able to get up and win the race, despite the fall. E. Driscoll, who rides for Gore's stable, is a fine horseman, and the same may be said of W. Payne, who gets plenty of mounts at the Midland and Northern meetings. Walkington is a fine rider under both sets of rules. Williams has improved wonderfully, and of the other riders, Dainty and Clancy are likely to pay for following.

Broken Bones.

A well-known cross-country jockey was anxious to show me his leg the other day. It was broken in an accident two years ago, and the bone now protrudes an inch just below the knee. The accident, I may add, was a terrible one, and it is certainly marvellous that he should be alive to tell the tale. Ordinary fractures do not trouble the jockeys a little bit. They simply lie up for a fortnight or so with a broken collar-bone, and then return to the saddle as though nothing had happened. But when a broken bone fails to set properly the case is different, and the moral of it all is that professional cross-country jockeys should insure against accidents of all kinds. Indeed, I think the National Hunt Committee should do the insuring, and deduct the premiums from the jockey's earnings. Lord Rendlesham's fund in aid of poor jockeys is an excellent institution, and I wish it every success. At the same time, I believe in preaching the gospel of self-help, and I do think my insurance scheme could be easily put on a sound basis through the good offices of the National

Hunt Committee. Many of our cross-country riders would not appeal to charity, but they would be only too glad to pay a small premium to provide against accidents. It has been suggested to me that damaged jockeys could claim compensation from their employers under the Masters and Servants Act; but, as a matter of fact, this is not so. At the same time, there are many owners who would not object to pay the premium for their jockeys if the latter were unable to do so themselves; and the enterprising Turf senator who first put the suggestion into something like workable shape would earn the thanks of the jockeys, the owners, and the sympathising public.

Information.

Trading on information, unless under very exceptional circumstances, is a bad game. There are many owners running horses on the flat at the present time who know nothing about them. They back them heavily when they lose, and back other people's when their own animals win. One reason for this is that we have so few good jockeys riding now, and another reason is that many horses are not properly schooled to start from the gate. I have seen some outsiders win of late that on the book had no chance whatever. People, without thinking, are apt to attribute blame to the stables; but this in-and-out running is often to be blamed to the "accidents" that happened to the horses when they were backed by their owners. It is accepted by good judges that a horse that has been backed by a 'cute stable and has been beaten is good enough to be backed for all his future engagements. Starting-price coups are, unfortunately, on the increase, and often we see a horse win that is returned at 100 to 8, and the know-alls on the course say he was not backed by his owner for a single

halfpenny. But the sequel proves the reverse. I know of one case lately when a horse won at a Southern meeting at a long price, and the owner did not lay out a sixpence on the course. But ten minutes after the race had been decided the telegrams rolled up to prove that a very big coup had synchronised. Further, on inquiry it was discovered that several of the little bookmakers had not laid the animal for a halfpenny, but, on the other hand, had backed it

away from the course. This animal, returned, as I have before said, at a long price, should have been an even-money chance, to judge from the form he showed in this particular race. The curse of the racecourse is the tout, who pretends to know everything, and knows absolutely nothing. Before the race he is full of confidence, revealing stable secrets that are non-existent. After the result is known he is full of excuses, and bewails the hard luck that was so apparent to himself and none else. By accident, on very rare occasions, the racecourse tout tumbles across a winner, and he uses this to mulct his followers until the next accident happens; but it is a long and very expensive wait for his patrons.

Captain Coe's "Monday Tips" will be found on our "City Notes" page.



ESTABLISHER, WITH CHRISTMAS DAISY, OF A NEW RECORD IN THE CAMBRIDGESHIRE; LORD CARNARVON'S MUSTAPHA, WHICH WAS SECOND IN THE CAMBRIDGESHIRE THE OTHER DAY FOR THE SECOND YEAR IN SUCCESSION.
Photograph by Sport and General.



ESTABLISHER, IN COMPANY WITH MUSTAPHA, OF A NEW RECORD IN THE CAMBRIDGESHIRE; MR. E. A. WIGAN'S CHRISTMAS DAISY, WHICH WON THE CAMBRIDGESHIRE THE OTHER DAY FOR THE SECOND YEAR IN SUCCESSION.

Christmas Daisy and Mustapha together set up a new record for the Cambridgeshire the other day, Christmas Daisy winning the race for the second year in succession, and Mustapha being second for the second year in succession. The Cambridgeshire was won for two years in succession also by Hackler's Pride, which was successful in 1903 and 1904.—*Photograph by Sport and General.*



By HENRY LEACH.

New Laws for Bogey.

There are some who now may laugh and dance and sing. They will be joyful as that a great good and happiness has come to them. For old Bogey—he who by one tradition has the military rank of Colonel, and is sometimes depicted as a nice old personage of pleasing look, with silvery hair and moustache, but is surely more properly represented in scarlet tights, with cloven feet, and a suggestion of surrounding sparks: you know the horrible kind of thing—is at last to be brought within some sort of a reasonable and human law. Hitherto, even on proper handicap terms, he has been beating us nearly every time. Not once in fifty, perhaps a hundred, does the average golfer in competition finish “up” on bogey. He is four, five, six, and often many more, down to him. I have just heard a tale that a man playing in a bogey competition on some course far away from home wrote at night to a friend that he had had a bad day and was fifteen down, and in the morning the cruel friend telegraphed to him, “Why didn’t you play the other three holes?” It is only in July and August, when the courses are hard and the drives are long, and the ball will often jump the bunkers, that you can finish up on bogey with his infernal—the only word, if not a nice one—threes and fours and fives, and never a six on any modern and well-regulated course. He has been too much for us, too hopelessly so. As we are always told, this scarlet demon who plays invisibly against us never makes a mistake. That is bad enough, but what is worse is that the beggar never gets a bad lie, never loses his ball, never suffers from any of the hundred torments that sometimes afflict the human golfer through no fault of his own.

Action in America. Well, some of this is going to be remedied. Hitherto we have had no official rules for bogey play. At St. Andrews they do not like this phantom with all his impossible perfection, and for long they have refused to recognise

independently, they have there framed a code of rules for bogey play, which has already been passed by the executive committee of the United States Golf Association, and will go before the general body for confirmation in a few weeks’ time. And why, it may be asked, should we in Britain rejoice because they are bringing old Bogey to the law in America? Well, it may help things on on this side; and if it does not, there is a possibility, strange as the idea may seem, of the official American rules being used by some clubs in competitions in this country, if we like them. We play already against bogey according to some very good rules that were formulated some time back; but they are hardly more official to us than the American will be. And it is quite possible that some very good things in golf may come from America, despite the sneers of sceptics. Wise men think well of American golf.

Too Severe Penalties. Now Bogey’s innumerable enemies will like some of the ideas of the Americans. The commission of three who framed the new code pointed out that there are no stymies in bogey competitions,

and as bogey cannot lose his ball or be presented with an unplayable lie, his opponent should not of necessity lose the hole against him through either of such misfortunes. This is sound, generous sense. What is good for the goose is good for the gander. They suggest, therefore, that the ordinary medal-play rules should apply in such circumstances—that is to say, the player should be at liberty to lift his ball from any place on the course and tee it under a penalty of two strokes, and that if he loses his ball he shall have the right to play another ball under penalty of one stroke. These concessions are not made in the unofficial code at present in use. In the new American legislation it will also be enacted that where, in the rules for medal play, the penalty for any breach is disqualification, it shall in bogey competitions be the gentler one of loss of the hole. The chief fault I have to find with the American recommendations, or one of them,



GOLF WHERE PREMPEH WAS KING: THE GOLF LINKS AT KUMASSI, THE ASHANTI CAPITAL, WHICH SAW SO MUCH BLOODSHED, SO MANY CASES OF HUMAN SACRIFICE, SO MANY ORGIES—THE NINTH HOLE.



GOLF IN KUMASSI: NATIVES MAKING TEES.



GOLF IN KUMASSI: A GREEN OF SAND UNDER CONSTRUCTION.

Even Kumassi now has its golf links. The old Ashanti capital is, indeed, transformed in many ways. The Ashanti warrior has turned agricultural labourer, and has apparently no desire to rebeat his ploughshares into swords.

him or to answer any questions concerning him. But, for all that, the golfing people generally are clearly under his power and influence, and about a year ago it was rumoured that the Royal and Ancient Club, the giver of laws, was about to frame a new code for bogey play, which would be based largely on the rules for stroke or medal play. There seemed to be something not very intelligible or satisfactory about this idea of basing the new legislation on the medal rules; but it did not matter, as we have not yet got the new code—and who knows when we shall? for they take their time over things in that “east neuk” of Fifeshire. But in enterprising America they have gone ahead and, acting

is that it is not much benefit to a man playing against bogey to let him do anything short of depositing his ball in the hole under penalty of two strokes. Unless a miracle happened he would be certain to lose the hole. Even Braid and Taylor cannot give two strokes to bogey. A penalty of one stroke is enough, and most often it would be too much. The fact is that for bogey play we need rules that are attached chiefly neither to those for match or medal play, but a new code which is a blend of both, with something special and exclusive added. Very likely the Americans will reduce that penalty to one stroke, and that will be something gained against the Colonel.

WOMAN'S WAYS

BY ELLA HEPWORTH DIXON.

Mrs. T. P. on
Herself.

Nothing, perhaps, is more difficult to convey in writing than the alert, exciting, swirling atmosphere of the big newspaper world—that world which knows everything before anyone else, and which is in touch with all classes, yet belongs to none of them.

Mrs. T. P. O'Connor is of the inner circle, and she has written an entertaining book on the subject, with the quaint title "I, Myself." Moreover, she has set a laudable example to other writers of memoirs by telling a number of delightful stories to her own discomfiture. It is true she is pretty, and witty, and popular enough to dare to be candid. The author tells us how she invariably enraged all her masculine acquaintance (except "Max") by being unpunctual; how Mr. George Bernard Shaw refused—at great length—to take her to an exhibition at Earl's Court because of the expense; and how she lunched alone abroad, and was even photographed with, a perfect stranger. There is no literary pose about this book; its candour, vivacity, and naturalness are its chief assets; but

comment on them in a manner which must leave the head of the office thoughtful. The "Association of Shorthand Writers and Typists" have lately been discussing the creature in the frankest manner possible. They maintain that his habits and his idiosyncrasies, even his education, should be the chief preoccupation of the typist. "Men," declares one of these feminine experts, "are absolutely different in their offices to what they are in their homes." On the whole, the feminine clerk, like other feminine persons, is inclined to be tolerant of male foolishness and broad-minded as to masculine faults. She does not expect the impossible. Even when requested to "type" so intimate a letter as a proposal of marriage, she only mildly expostulates and hints that the lady might prefer to receive an epistle written by hand. It is obvious that, the cleverer the typist, and the more alert and intelligent she shows herself, so much more must her employer be on his guard against the curly-haired "chiel" who is, in the intimacy of the office, continually, and with that innocent air of hers, "taking" not only business, but psychological "notes."

The "Unfeminine"
Florence Nightingale.

One needs no more startling illustration of the mass of prejudice which always arrays itself against any innovation on the part of women

—even if it is of the highest public use—than the fact, vouched for in Clara Novello's *Recollections*, of the slander, malice, and abuse which was the reward of Florence Nightingale's amazing efforts in the Crimea. If it is in the highest degree "unfeminine" nowadays for a feminine ratepayer to ask for a vote; it was equally "unfeminine," fifty years ago for a lady to betake herself to a pestilential base of operations, there to nurse dying soldiers and, incidentally, reorganise the military hospital system of the civilised world. Critics at home, in comfortable arm-chairs, decided that this wonderful little Angel of Mercy (who never married) was only "hunting for a husband," and that she was much to be blamed for inducing other ladies to "degrade themselves" in the same fashion. Truly, in mid-Victorian times we had hardly emerged from the Zenana system; certainly we had not, in the Meredithian phrase, "rounded Cape Turk." If a young woman volunteered to nurse a wounded soldier, under the most loathsome and painful conditions, it was quite obvious she was not sacrificing herself for altruistic objects, but was looking out for something in the shape of a General of Division. It was a strictly material and individualistic age, and it judged everyone from its own selfish standpoint.



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ALL THE RAGE IN PARIS: "WEEPING" OSTRICH-PLUMES ON A TOQUE OF SEALSKIN WITH A STOLE OF THE SAME MATERIAL.

(For Notes on Fashions of the Moment, see the "Woman-About-Town" page.)

Mrs. O'Connor has her compatriots' talent for telling a good story, and I defy anyone—however melancholy and depressed—to read the tale of a veal-cutlet, an enraged waiter, and the *personnel* of a German railway station without breaking out into unrestrained mirth. This diverting story, entitled, "In Germany it is the Law," has a chapter all to itself, and would alone bring the autobiographer innumerable readers.

London, the Texas
of Europe.

Mr. Henry James's subtle analysis of London, as well as his high appreciation of its social attractions, are well known to his readers, and he did what Londoners never do—that is, he asked her how she liked it. Mrs. T. P. had not then made up her mind to adopt this country, and she said she was uncertain. Hereupon the author of "What Maisie Knew" informed the lady that she would infallibly "like it," seeing that in London you were "allowed every independence of opinion and action, so long as you contributed something. It might be beauty, or wit, or agreeableness, so long as you had one of these characteristics, 'London accepted you.'" This trait, oddly enough, reminded his partner at dinner of the State where she was born. "In Texas," she declared, "a man is not asked his nationality, his religion, or his politics, but only if he is a good fellow." "Ah," said Mr. James, "then London is the Texas of Europe." The criticism of highly intelligent Americans is always interesting, and in this case it confirms the theory that London is the one place in the world where people can lead the pleasantest of lives without any more material asset than charm.

Psychological
Typists.

The typewriting girl, it seems, is a somewhat stern critic of her employer. She has cultivated a sense of humour which one never heard of in connection with the ordinary masculine clerk, and she permits herself to observe the "little ways" of the business man and to



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SMART AND UP TO DATE: A DRESS OF MOLE-COLOURED CLOTH TRIMMED WITH SMOKED FOX FUR.

(For Notes on Fashions of the Moment, see the "Woman-About-Town" page.)

THE WOMAN-ABOUT-TOWN

Gone Away. There was a slight, elusive promise of a season which the sad death of genial, handsome, clever Prince Francis of Teck has crushed. Parting is always sad, but when a useful, pleasant, and attractive personality passes out in the very prime of life, then it is heartrending. Now the cry is "Gone away" not only with those who are risking their necks over blind fences after the wary fox, but with many who had come to town meaning to stay. The check to social doings would not be a long or a serious one had we all been in a festive frame of mind before it; Prince Francis, although he was the Queen's brother, always emphasised his position as a private gentleman. There was, however, no festive feeling previously; people intended to stay in town and entertain because they thought that they ought to. Now they will come up for their own amusement, but not for anyone else's.

Unimposing but Costly. The keynote on which the harmony of fashion is being played is a look of simplicity and humility; there is a perfect passion of Uriah Heepishness in the attenuated skirts, combined with the utmost of expense. For instance, velvet dresses so skimpy as to suggest bankruptcy during purchase, and refusal to deliver the last few yards, are embroidered in raised silk or with finest jet; or they are finished with ermine or sable, or wrought delicately with platinum or aluminium thread. So do they embody the paradox of looking humble while really proud of the latest things in frocks.

What the Ancients Wrote On. The men of old time knew what they were about, though the women did not, which is proved by their waiting for the twentieth century to wrest votes from men. Why the men of old time were wise is that they wrote very little, but they meant that little to last, and so they used papyrus—now modernised into Hieratica—on which the men and women of to-day write much, because it is so nice to write upon: once they begin, they cannot leave off. This is, of course, unwise, if the writing be unserious to a serious lady. It is the one occasion when I could not conscientiously advise the use of Hieratica—it is almost as seductive as talking, and far more risky. For all other writing there is nothing like it.

Four Queens. Queen Alexandra was very fond of Prince Francis of Teck. He was so gay and bright, so good to look at and so courtly in manner. When he went to the royal box at the Opera Queen Alexandra always enjoyed talking to him. She is coming home now, and with her Queen Maud of Norway. There will be four Queens in England, to all of whom this autumn is one of sorrow and of painful memories—our own Queen, Queen Alexandra (still our own, too, in affection), Queen Amélie of Portugal, and Queen Maud of Norway.

Light and Warm. That is what we want, and Messrs. Robinson and Cleaver have got it in their pure wool cloth of the Ulster fleece variety, which is aptly called cloth eider-down. In order to give it a fitting distinction a new name has been invented for it, and anyone who wants to see how splendidly it is suited for overcoats, dressing-gowns, and travelling-rugs should send a postcard to Robinson and Cleaver, Ltd., 40G, Donegal Place, Belfast, for their Wraps list and patterns.

Cocktails. Many customs the Americans have imported, none more appreciated than that of beginning dinner or lunch with a cocktail. In summer a melon or grape-fruit with powdered ice and liqueur answers a similar purpose, and sends us on our gastronomic course well oiled-up. In the winter cocktails are the charming substitutes. The other night, in one of the best restaurants, I partook of one made of gin, bitters, vermouth, and I know not what other ingredients, run over crushed ice. It was insidious and it was nice, and, happily, it was also small.

Cloth and Fur. There is nothing so smart as velvet and fur and cloth and fur. On "Woman's Ways" page there is a drawing of a dress of mole-coloured cloth trimmed with smoked fox fur in the latest. There is a further drawing of a sealskin toque and stole, the former trimmed with sweeping ostrich-plumes. It illustrates what is now the rage in Paris—fur with these plumes, which are there called *plumeuses*.

Soldiers. Sir Archibald Hunter and Two. Lord Kitchener this week were engaged together in an adventure not warlike, though they are two of the nation's finest soldiers. The former married an old neighbour in Ayrshire, whom he must have known from a boy—Mary Lady Inverclyde; and the latter was his best man. In the prime of life and the pink of condition, both of them, it is wonderful to realise what positions they have won.



MME. HELENA RUBINSTEIN: A RECENT PORTRAIT BY THE GREAT FRENCH ARTIST, HELLEU.

From Messrs. Hedges and Butler we have received some interesting reports respecting this year's vintages in various districts. Owing to a want of warm weather early in the year the port vintage is late, but there has recently been a marked improvement, and some few good wines will probably be made, though the total quantity must be considerably below the average—from one-half to two-thirds—of the usual yield. The whole of the champagne crop has been destroyed; the disaster is without precedent. On acres of vines there is not a bunch of grapes to be found. The yield of claret will be very small, although the quality may be better than first expected. Burgundy, too, has suffered; the crop is now entirely lost. As regards Hocks and Moselles, the small crop has been gathered, though the grapes were deficient in ripeness. Recent fine weather may have improved the quality, especially of Moselle. The sherry crop is much smaller than was anticipated, but the quality should prove satisfactory, the new wines being rich in saccharine. Owing to fine weather during September, the Cognac vines have greatly improved, but the crop cannot be plentiful. As most of the vintage will be required for consumption as wine, very little will be distilled for Cognac brandy.

CITY NOTES.

"SKETCH" CITY OFFICES, 5, QUEEN VICTORIA STREET, E.C.

The Next Settlement begins on Nov. 9.

BUYING "ON FANCY."

THIS regular Stock Exchange phrase applies very aptly to a great deal of the support rendered of late to the Yankee Market, where the rise has been followed, perhaps, more on "fancy" than on merits. With regard to these last, it would seem as though the stars in their courses fought against the market: dear money, political excitements, a poor Steel statement, and a general lack of confidence are all factors whose presence has had hardly any real influence upon the steady boomlet. The day must come, it need scarcely be said, when the big professional buyers will turn round, and, as a matter of fact, large lines of stock have been sold within the last few weeks under cover of the rise. Still, the market looks hard as nails. Each setback is followed by a fresh outburst of strength, and even if the pressure of the monetary position should lay a heavy hand upon the buoyancy of prices, there are plenty of indications that a break would prove but a temporary affair, after all.

FINANCE IN A FIRST-CLASS CARRIAGE.

"No," replied The Jobber, "I feel misanthropic: out of sorts: a bear of everything."

"Try apples," suggested The Merchant. "Apples, or——"

"I've got a match," was the polite hint.

Half-a-dozen cigar-cases were at his disposal on that instant.

Everyone laughed, and the invalid declared himself convalescent.

"This East Rand business is a nasty knock for the Kaffir Circus," said The City Editor.

"It's rather disconcerting," The Engineer agreed; "but you know that we've always said the deep levels of the East Rand would give shareholders a jar one of these days."

"I'd rather have Rhodesians than Kaffirs, just for gambling purposes," declared The Broker.

"What's your pet fancy?"

"Lonelys, Antelopes, Rho. Ex., and Chartered," was the pat response. "I think you will see all of them go better."

"What about the Diamond boom, Brokie?"

"I should be prepared to mind my eye; Koffys. are all right; but other things——" And he drew a long line in the air.

"Koffys.?"

"Koffyfontein, to be explicit. They are making good profits, and at fifty shillings they appeal strongly to my sense of humour."

"You mean that Koffy. suits you to a T? Oh, Brokie! and at your age too!"

"Silly-ass!" was all the thanks he got.

"Ass, if you like; but not a silly ass," quoth The Jobber reproachfully. "I know of a Rubber Company that has been speculating in the raw material and lost every ha'penny of its capital."

"What has that to do with you're not being a silly ass? I know another Rubber Company whose chairman told me it was enough to make a man weep to ride over the estate, so greatly had it been mismanaged."

"I know a third," said The Engineer, "where the directors bought rubber from an adjoining property, and shipped it to London as coming from their own."

"And I," interposed The City Editor, "happen to know several Trust Companies which have an arrangement whereby they support each other's shares, which for practical purposes is much the same as buying their own shares."

"That's illegal," said The Solicitor.

"Precisely. That's why they have to do it the other way round."

"Rather a happy state of affairs for the Rubber Market," continued The Solicitor, who had grown hard and sceptical about rubber since he got landed with some underwriting shares.

"May see rubber go to four shillings——"

"They were betting in Mincing Lane yesterday, even money, that it would be four shillings a pound before the year's out."

"So it may," The Broker went on. "But you can bet your hat that rubber will go to seven or eight shillings next year."

"I can't see it," confessed The Solicitor. "My dear, good fellow, where IS the demand coming from?"

"The United States——"

"Which is getting all the rubber it wants from Mexico, where the Government is doing everything in its power to foster the wild-rubber industry."

The Broker smiled calmly. "You really don't know what you're talking about," he replied. "Now, do you imagine that the best-class companies could sell forward to-day at six-and-sixpence a pound, if the buyers had not a fairly astute idea that they will see a bigish rise next year?"

"But everyone knows there's an inflated bull account in rubber."

"The liquidation of which may cause the price, in a sudden

squirm, to drop to the four shillings we were talking about. But it won't stay there, because when the big buyers have got what they want at low prices they will put it up for their own purposes."

"What wicked, deceitful creatures!" exclaimed The Jobber, lifting horrified hands. "Now, if that kind of thing were ever to occur in the Stock Exchange——"

"Same old game," laughed The Merchant. "Then we are to keep our Rubber shares, eh?"

"Your good ones, yes. And buy Anglo-Dutch, especially, for the longer shot. And Selangors, with Patalings, for high dividends. And put Peraks with them."

"Mustn't we buy anything but Rubber?" asked The City Editor plaintively. "I see Cements are on the move."

"The Company is doing extremely well just now, I happen to know," answered The Engineer. "It may be only a flash in the pan, and the prices that the Company gets are nothing very brilliant; but it can hardly turn the stuff out quickly enough at the moment."

"Those 5½ per Cent. Preference shares do look cheap at 7½," observed The City Editor. "Why, they yield you 7½ per cent. on the money, surely!"

"Something like that. Almost as good as——"

"Peace! peace!" The Banker entreated him. "We all know you were not going to say Consols."

"Nor Yankees," put in The Engineer.

"Anglo-American Telegraph 6 per Cent. Preferred stock is a good investment at 108," remarked The Broker. "I bought a bit for my wife the other day. In time I honestly believe it will go to 120."

"That's better than your old Mexican Railway First Preference," said The Merchant.

"I should rank them about equally good as speculative investments," was the reply.

The Jobber repeated that he felt misanthropic, out of sorts, and a bear of everything.

"Come on," said The Broker, as the train drew into the station; "I know the best thing in the world for a bear"—and he linked his arm into that of his friend.

"Not apples; I don't want apples now."

"No, my son. The best thing in the world for a bear is a bun, and you shall have two this time."

THE C.P.R. CONUNDRUM.

"The Canadian Pacific Railway ran a great risk, and won a great prize," were the words of Mr. Smithers, the Chairman of the Grand Trunk Railway, at the annual meeting on Monday last, in deprecating any comparison between the two systems. The great prize referred to is, of course, the enormous land grant, of which some twelve million acres still remain unsold, and the singular thing is that, up to now, the shareholders have received little direct benefit from the enormous land-sales made by the Company in recent years. It is true that since 1907 1 per cent. has been distributed annually from the interest on the investment of the proceeds of sales; but this represented last year less than half what was received from this source alone, and the receipts under this head for the current year will be much larger owing to the enormous sales in 1909. It is therefore satisfactory for the shareholders to know that steps are to be taken shortly to give them a larger share in the profits of the Company, though what exactly will be done will not be known for a short time longer. It may be worth while quoting the precise words of the Chairman at the meeting at Montreal on Oct. 5, as the full report has only recently reached the shareholders. After admitting that 8 per cent. was a very conservative distribution (it must be remembered that its railway earnings alone were over 13 per cent.), the Chairman pointed out the advantages of maintaining a large cash reserve, and went on—

"But then, apart from your surplus earnings, you have extraneous assets in deferred payments, or land mortgages, cash proceeds of land sales, and other items of a like character in process of realisation, that may be roughly estimated at fifty million dollars, without taking into account your unsold lands, and in ordinary course this amount should be substantially augmented within the next few years. In the opinion of your Directors the best interests of the Company and its shareholders will be subserved by keeping intact a considerable portion of these assets, instead of resorting to the policy ordinarily characterised as melon-cutting, which has not always proved a boon to the beneficiaries. At the same time, there is every reason why the shareholders of the present day should expect such advantage in the way of income from these assets as may be possible without unduly encroaching on the principal, and it is the intention of your Directors to determine during the coming year how this can best be brought about."

The precise form which the determination of the Board will take will, no doubt, provide a pretty subject for conjecture and speculation during the next few months; but, in any case, the result must be extremely beneficial to the shareholders. They own a Railway which is earning 13 per cent. on its Ordinary stock, and they own, in addition, cash and unsold lands worth one hundred dollars per share at a moderate computation. The only drawback to the shares as an investment has been in the past that only a small share of the earnings reached the shareholders' pockets. If this drawback is to be removed—and no other interpretation can be put upon the Chairman's words—nothing can prevent a further big advance in the market price.

Saturday, Oct. 29, 1910.

FINANCIAL CORRESPONDENCE.

Correspondents must observe the following rules—

(1) All letters on financial subjects only must be addressed to the City Editor, The Sketch Office, Milford Lane, Strand, W.C., and must reach the Office not later than Friday in each week for answer in the following issue.

(2) Correspondents must send their name and address as a guarantee of good faith, and adopt a nom-de-guerre under which the desired answer may be published. Should no nom-de-guerre be used, the answer will appear under the initials of the inquirer.

(3) Every effort will be made to obtain the information necessary to answer the various questions; but the proprietors of this paper will not be responsible for the accuracy or correctness of the reply, or for the financial result to correspondents who act upon any answer which may be given to their inquiries.

(4) Every effort will be made to reply to correspondence in the issue of the paper following its receipt, but in cases where inquiries have to be made the answer will appear as soon as the necessary information is obtained.

(5) All correspondents must understand that if gratuitous answers and advice are desired the replies can only be given through our columns. If an answer by medium of a private letter is asked for, a postal order for five shillings must be enclosed, together with a stamped and directed envelope to carry the reply.

(6) Letters involving matters of law, such as shareholders' rights, or the possibility of recovering money invested in fraudulent or dishonest companies, should be accompanied by the fullest statement of the facts and copies of the documents necessary for forming an accurate opinion, and must contain a postal order for five shillings, to cover the charge for legal assistance in framing the answer.

(7) No anonymous letters will receive attention, and we cannot allow the "Answers to Correspondents" to be made use of as an advertising medium. Questions involving elaborate investigations, disputed valuations, or intricate matters of account cannot be considered.

(8) Under no circumstances can telegrams be sent to correspondents.

Unless correspondents observe these rules, their letters cannot receive attention.

ANSWERS TO CORRESPONDENTS.

LIMPET.—The Company is turning out a great quantity of Jelutong rubber, but the capital is enormous, and the price obtained for the product is comparatively low—say, 3s. 6d. a pound. As long as the price of Para is 5s. or over, the Company ought to make good profits; but if Para were to drop to 2s. 6d., the Jelutong rubber would probably give no profit. On the whole, we are not impressed by the Company's prospects.

CHEROKEE.—We can give no opinion of the Shanghai Companies, of which we know nothing and are not able to get information. The Tangdong Company is a good one, but will not produce rubber for a couple of years. We should sell at present price—1½ premium.

JAPAN.—(1) The Bonds are a good investment, yielding over 4½ per cent., and you may hold them. (2) See last week's Notes. (3) Pernambuco 5 per cent. Bonds at 97 are worth buying for what you want.

F. N.—The Government bonds of Argentina (1910), Brazil (1908), or Chili will pay you about 5 per cent., and we consider the security quite good. The Ordinary stocks of the best Argentine Rails will return you a bit more, and should be good enough for any reasonable investor.

G.—The Company is a good one, and the shares a very fair investment.

M. A. S.—No 2 in your list is a fair speculative bond; but we do not like Nos. 1 or 3. For our own money we should prefer Leopoldina Railway 5½ per cent. Preference or City of Pernambuco Bonds, or even the Ordinary stock of the Central Argentine Railway.

INEXPERIENCED INVESTOR.—The concern is probably all right, but why put your money in such a bank? You can do nothing until the deposit time is up. Ask the secretary if he knows of a buyer for the shares.

T. R.—Yes. Your shares are all good. We expect the whole market to sag slowly, but this is only our opinion of the position.

E. H. B.—You have been swindled; but if you will go into blind pools of American Rails on 1 per cent. cover, you can expect nothing else. We return your papers. Consult a solicitor.

LUDLOW.—A good share. Probably you can buy; but if not, Anglo-Argentine Tram Cumulative Preference would be a good substitute.

SERGEANT.—The Company you name is the single exception, but it is neither in South America nor West Africa (see our paragraph).

The well-known City paper the *Cosmopolitan Financier* has, we are informed, changed hands, and will pass into the management of

Mr. J. W. Broomhead and his friends. We hear also that it is to be produced in future as a high-class City illustrated weekly, and to be edited by a well-known journalist, who has often written in these columns. Mr. J. W. Broomhead is so well known as an expert on all matters connected with mining, and as the author of so many books of reference, such as "Round the Rand" and "The Mining Year Book," that we have no doubt the information on mining matters which will appear under the new management will be both exclusive and valuable. We wish the venture every success.

"WHISKERS AND SODA."

The Press of three kingdoms chants the praise of Mr. Frank Richardson in so generous a strain, as the advertisement pages of his book, "Whiskers and Soda" (Eveleigh Nash), very clearly show, that he must be getting as bored by reviewers as one of his heroes, he of the burgled scarfpin, was by detectives. His fare may safely be recommended to those who, dining well, would find anything heavier than the lightest an impossible accompaniment to digestion. It would prove an excellent substitute for the most popular of halls on a wet evening, when one felt reluctant about turning out. "Flashing" and "scintillating" seem inappropriate terms for the steady temperature of his wit. Like a blacksmith's fire it burns, cheerily fed with the smallest of coal and diligently blown. Every page is as good as another, and each sketch as happy as its predecessor. He has a study of Derby Day like a Frith in its way; perhaps the National Collection might see its way to incorporating it with its catalogue; it would be immensely popular among those who haunt the British School. But Mr. Richardson should be more tender to those well-meaning people who seek their humour in institutions like mothers-in-law and lodgers. Detectives and false teeth are not absolutely virgin ground, and even Sterne has been before him in the matter of whiskers.

MONDAY TIPS, BY CAPTAIN COE.

At Newbury I like these: November Nursery; My Prince; Beckhampton Handicap, Lester Ash; Manton Welter, Trau; Autumn Handicap, Halcyon; Reading Nursery, Rupert. At Doncaster Passing By may win the Falmouth Handicap, Seed Cake His Majesty's Plate, West Riding the Stanley Nursery, Martinet the Downe Nursery, and Succour the Pawson Handicap. The following may win at Lingfield: November Nursery, Hendred; Yewhurst Welter, Flinders; London and Brighton Handicap, Cedrus; Back End Stayers' Handicap, Assayer.

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Valaze Complexion Soap

contains many of the properties of the Valaze Skin Food. It will be found quite different from any other soap in soothing the most sensitive skin. It carries into the skin the glow of health, and gives that transparency and satiny feel which are such typical results of all the Valaze preparations—2s. 6d. and 4s. 6d. a cake.

Dr. Lykuski's Blackhead and Open Pore Cure banishes these disfigurements. It closes enlarged pores, cures a greasy, coarse skin, and assists in preserving a healthy complexion. By its use the skin is perfectly cleansed, effectually braced, and stimulated to healthy action. Price 3s. 6d. a box. No. 2 of same, for more obstinate cases, 6s.

Valaze Powder and Novena Poudré.

Mme. Rubinstein is the first Complexion Specialist to differentiate between the dry, moist, oily, normal, and "shiny" skin when advising the use of powders. This accounts for her supplying several varieties—the Novena Poudré, a "fatty" powder for dry and normal skins, and the Valaze Complexion Powder, for greasy or moist skins. To dust a "fatty" powder over a greasy skin would be adding fuel to the fire, while putting an absorbent powder on a dry skin would not only make it difficult to adhere, but it would also aggravate the dryness. In boxes, 3s., 5s. 6d., and 10s. 6d. Then there is the special medicated variety, "Poudre No. 3," which should be used on those parts of the face which are inclined to be "shiny"—as the nose, and not infrequently also the cheeks and chin. This powder is not for general use, but only for the purpose mentioned, and is supplied at the price of 5s. a pot.

Valaze Snow Lotion

(a superb Viennese Liquid Powder) is a beauty-lotion par excellence. It refreshes, cools, and whitens the skin, and enables it to retain that dull ivory finish so much sought after. Price 4s., 7s., and 10s. 6d. a bottle. *Special Snow Lotion* is an important variant of Valaze Snow Lotion, and is most strongly recommended for those whose skins are greasy. It effectually subdues "shine" or oiliness of the skin for outdoor and indoor functions. Price 7s. 6d., 15s., and 21s. a bottle.

Valaze Freckle Pasta

is a preparation of extra strength to obliterate obstinate freckles and to whiten the skin of the face and hands. Price 6s. 6d.

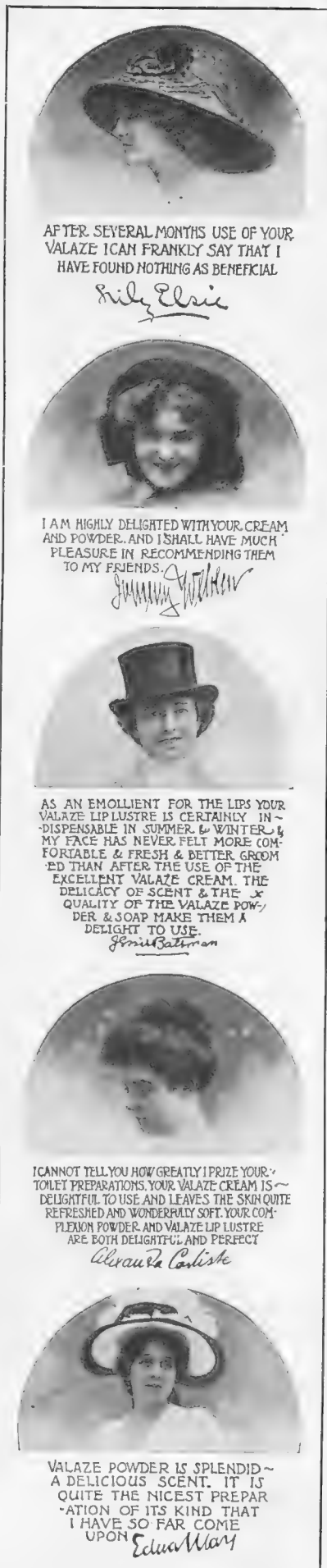
Novena Cerate

is an emollient skin-cleanser. When the skin is delicate and sensitive or intolerant of soap and water, it should be cleansed with Novena Cerate. It is rubbed well into the skin, left on for a few minutes, then rubbed and wiped away with a soft towel. The result is a delightful skin-bath, such as one finds quite a new experience. Price 2/6, 4/6 and 10/6.

Valaze Liquidine

is a new complexion-lotion, and probably the most interesting and remarkable preparation of the century. It overcomes many undesirable

Valaze Dépôt for France and French Colonies, Messrs. Roberts et Cie, Pharmaciens, 5, Rue de la Paix, Paris.



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Sily Elsie

I AM HIGHLY DELIGHTED WITH YOUR CREAM AND POWDER. AND I SHALL HAVE MUCH PLEASURE IN RECOMMENDING THEM TO MY FRIENDS.

Summit

AS AN EMOLLIENT FOR THE LIPS YOUR VALAZE LIP LUSTRE IS CERTAINLY INDISPENSABLE IN SUMMER & WINTER. MY FACE HAS NEVER FELT MORE COMFORTABLE & FRESH & BETTER GROOMED THAN AFTER THE USE OF THE EXCELLENT VALAZE CREAM. THE DELICACY OF SCENT & THE QUALITY OF THE VALAZE POWDER & SOAP MAKE THEM A DELIGHT TO USE.

Janet Salter

I CANNOT TELL YOU HOW GREATLY I PRIZE YOUR TOILET PREPARATIONS. YOUR VALAZE CREAM IS DELIGHTFUL TO USE AND LEAVES THE SKIN QUITE REFRESHED AND WONDERFULLY SOFT. YOUR COMPLEXION POWDER AND VALAZE LIP LUSTRE ARE BOTH DELICIOUS AND PERFECT

Alexandra Carlisle

VALAZE POWDER IS SPLENDID—A DELICIOUS SCENT. IT IS QUITE THE NICEST PREPARATION OF ITS KIND THAT I HAVE SO FAR COME UPON

Edna Mary

conditions, among which are enlarged pores, blackheads, undue flushing of nose and face, and oiliness of the skin, by stimulating and thoroughly cleansing the pores, and producing a finer and more healthy condition. It may be applied twice daily, or more frequently, to remove dust, travel-stains, and oily secretions. Price 10/6 a bottle.

Novena Sunproof and Windproof Creme

affords positive protection to the skin against the sun as well as the wind, and prevents—as Valaze removes—freckles, sunburn, tan, sallowness, and chapping and cracking of the skin, due to heat, wind, or weather. It is quite innocuous, and may be used for children. Price 3s. and 6s.

Valaze Skin Tonic

is an anti-wrinkle lotion; astringent, antiseptic, soothing, and stimulating. It is a safeguard against lines and looseness of the skin. Price 4s. 6d., 7s. 6d., and 21s.

Tonique Speciale is a lotion for skins that are dry, or that chap or shrivel from heat, wind, or cold. The use of this preparation adds not only tone to the skin, but also softness and delightful natural humidity, which alone is an indication of the human skin's healthy condition. Price 7s. 6d., 15s., and 21s. a bottle.

Novena Eyelash Cream

removes redness of the eyelids, stays falling eyelashes and eyebrows, and promotes their growth. Price 5s.

Valaze Lip Lustre

is indispensable to prevent cracking and chapping of the lips, and to ensure to them an attractive colouring, which neither biting nor moistening of the lips will prevent. Price 2s. and 3s. 6d.

Valaze Hair Specialities:

Valaze Hair Tonic

goes to the root of hair troubles and promotes growth where the natural process is sluggish. Its antiseptic qualities are on a par with the power it possesses of preserving and strengthening the hair, and giving it softness and gloss. Price 4s. and 7s. a bottle. This Hair Tonic is very easily, effectually, and economically applied by means of an ingenious *Pneumatic Comb*, the price of which is 3s.

Two Shampoo Varieties for dark and fair Hair.

As a further triumph of her true specialisation, Mme. Rubinstein has just introduced two varieties of Shampoos, one for fair or white, the other for dark hair. These preparations differ totally in ingredients and character, the one for fair or white hair being a powder, while the specific for dark hair consists of a liquid.

How frequent is the experience of discolouration of the hair after a shampoo! Mme. Rubinstein's new and important differentiation does away with troubles of that sort. Whether for dark, fair, or white hair, Valaze Shampoos are always employed with excellent results by all who are concerned about the conservation of the original shade and gloss of the hair, and of the health and general cleanliness of the scalp. That such preparations as these must necessarily also possess growth-promoting characteristics goes without saying. Both varieties of the Valaze Shampoo are unexcelled in preventing and curing dandruff.

The price of each variety is 5s.

Hair Cleanser.

Another new preparation is Valaze Hair Cleanser, a flaky substance, by the occasional use of which the hair is freed, without washing, of all excess of oiliness, grease, and dust, and the scalp kept in hygienic cleanliness. 3s. 6d. a bottle.

All these Hair Specialities are new to England, and are supplied only by Mme. Rubinstein.

All orders, accompanied by remittance, should be addressed to Mme. Helena S. Rubinstein, 24, Grafton Street, Mayfair, London, W.



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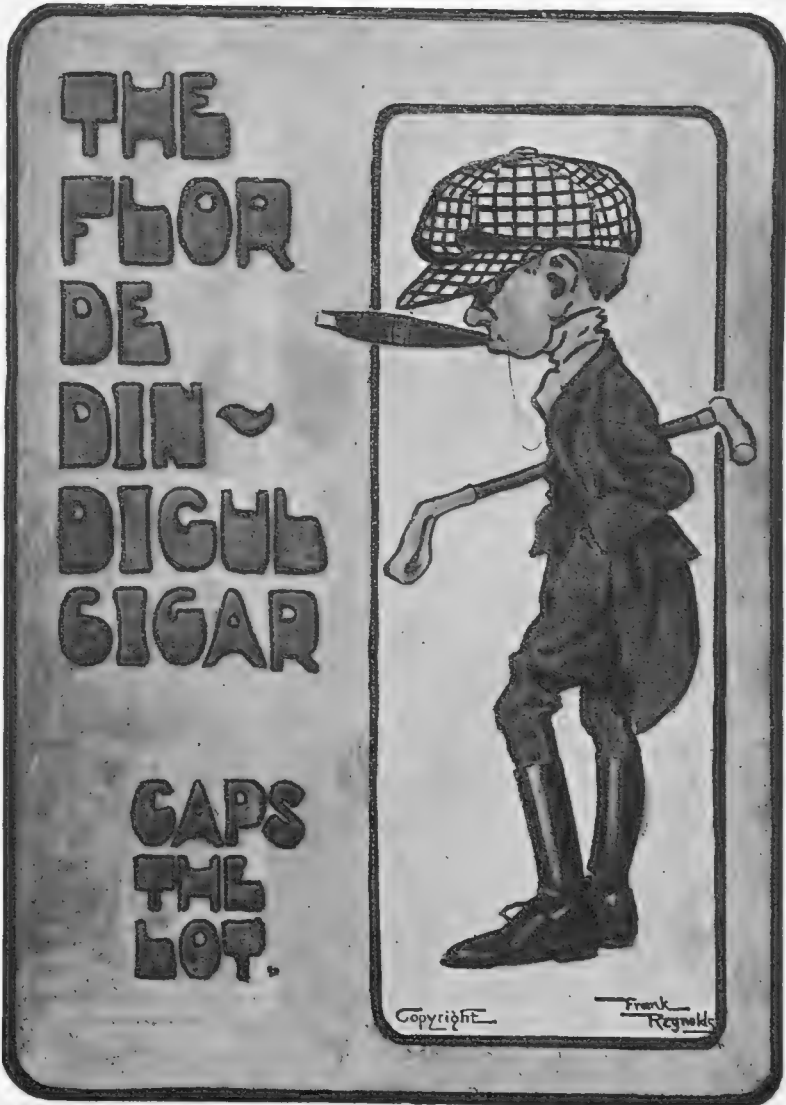
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A well-known Harley Street throat specialist said recently: "If you smoke cigars, smoke Indians," vide "Daily Mirror." The most esteemed and most choice Indian Cigar is the famous "FLOR DE DINDIGUL." It does not burn the tongue or affect the throat. Its delicate mildness grows on one. 3d. each (5 for 1/1), FLOR DE DINDIGUL EXTRA, 4d. each, 15/- per box of 50. Everywhere, or, post free, of REWLEY, 40, Strand, London.

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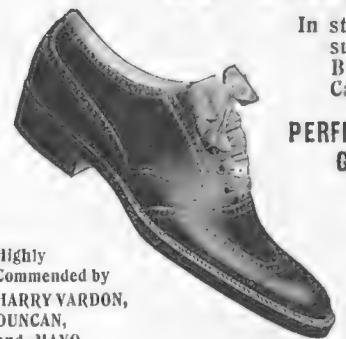
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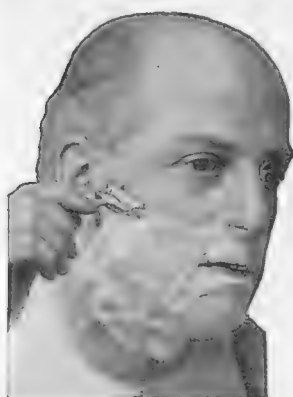
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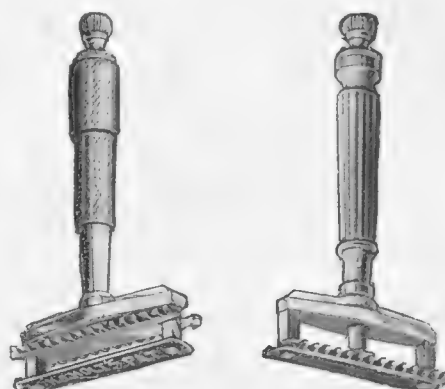
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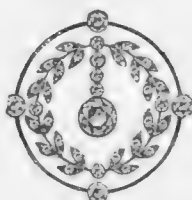
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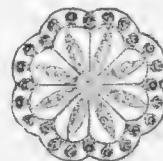
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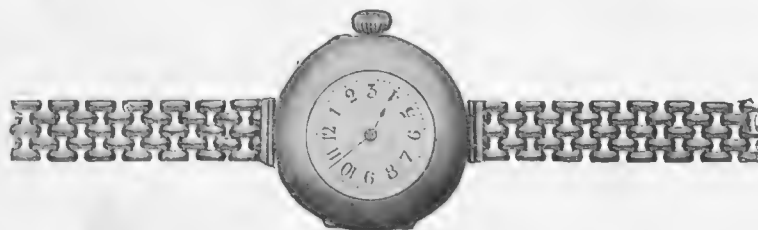
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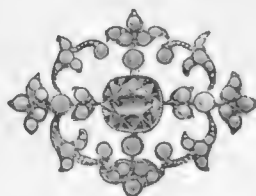
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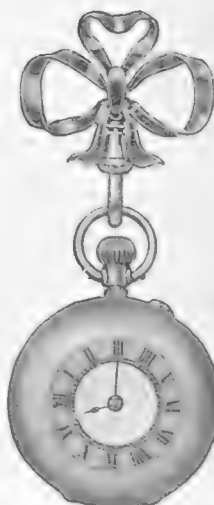
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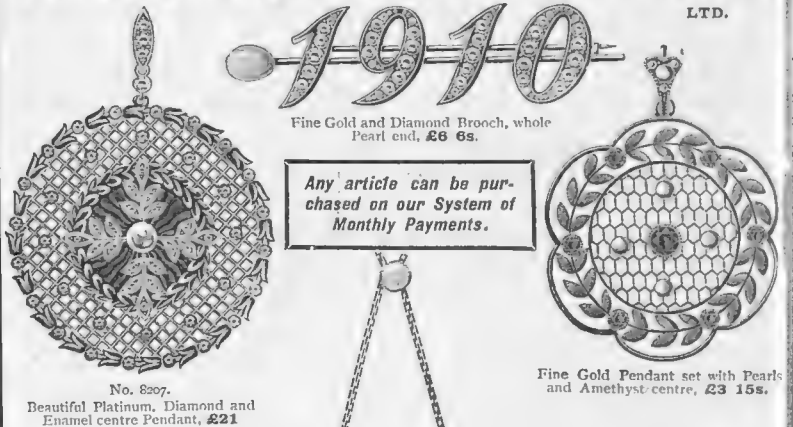
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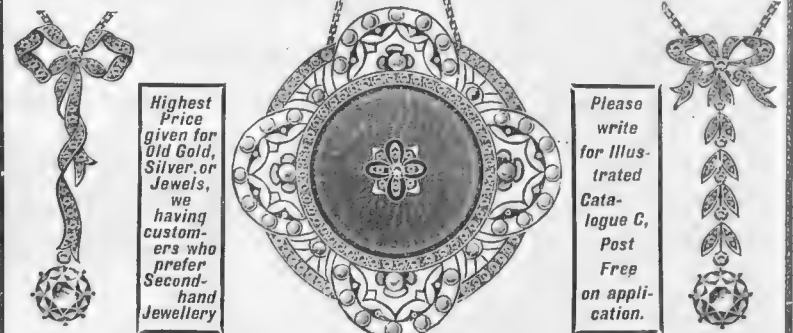


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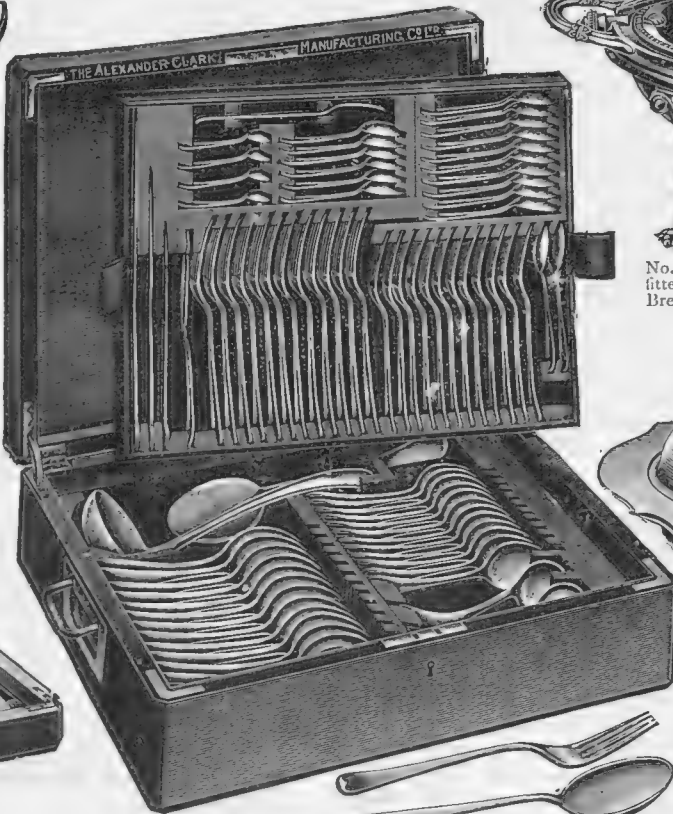
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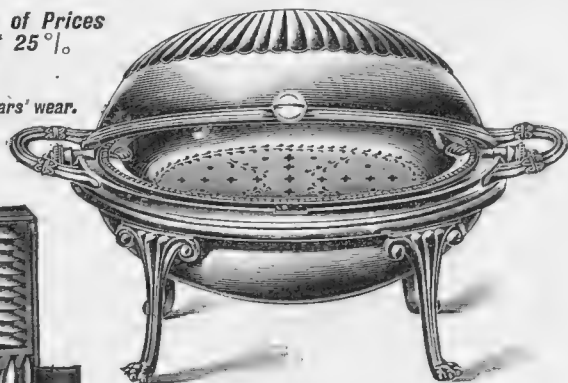
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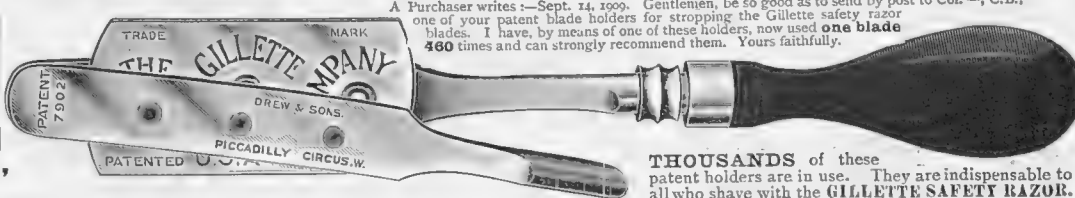
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CONCERNING NEW NOVELS.

"The Finer Grain,"BY HENRY JAMES.
(Methuen.)

As it is certain that if Mr. Henry James had an affair with Mr. Toots—or "The Chicken" himself—he would see to it that the affair should be fastidiously complicated, delicately super-subtle, it may be imagined what happens when it is a question of dealing with highly developed, abnormally impressionable nerves; in fact, with those of "finer grain." Of happening, in the usual sense, there is the least possible. Mr. James has grown as distrustful of the story proper as any impressionist painter or purist musician; therefore these five studies are barely episodes, they are situations. A young literary celebrity who is laid siege to by a beautiful and quite foolish woman, that he may write a preface to her rubbish; conventions of Wimbledon that force a naturally good and pretty girl on to equivocal paths; the sensations of a man robbed by his lawyer and seeking sympathy; how an elderly New York aristocrat transferred his proposal from a vulgar rich woman with no past in the sense of family, to the elderly friend of his youth who "knew" everyone; a feeble tradesman whose fiancée threatens him with a breach-of-promise action, to his moral and financial good—these are the narrative matter of his latest work. A really dramatic moment occurs in "A Round of Visits." Mark Monteith, an American, has been hurriedly brought home from Europe by the defalcations of his solicitor, who was also his friend, whom he had loaded with kindnesses which were almost devotion. Arriving in New York in bleak, wintry weather, to find he had lost far more than he could afford, he suffers nervous collapse at his hotel. He had loved Phil Bloodgood. On leaving his room, somewhat recovered, he meets a lady who had also been robbed by the man, only to be further saddened by the vulgarity of her attitude and the carelessness of her sympathy. So he sought an old friend who had listened to and laughed delightfully at his troubles in old young days in Paris. He went towards certain warmth and comfort to find her, in her own exuberant phrase, "just selfishly glad to see him": she was intent on matrimonial quarrels and separations, she needed just such a friendly listener, and so he squared himself in the old *bergère* which had been in better times his confessional, adjusted to pure sympathy. He left her "dining, so to speak, off the feast of appreciation, appreciation of what she had to 'tell' him," but quite hungry herself. Remembering in the street that someone had asked him to visit Newton Winch, he decided on calling. Newton Winch had never attracted him, but he had been ill, was lonely, and as pure discipline to himself, Mark rang at his door,

bent not on being consoled but on consoling. His old acquaintance, luxuriously lodged, is different from his remembrance of him; he has gained an air of distinction, and he displays a startling comprehension of him. At last Mark can talk of his wrong, his false friend, and heal his wounds, for he has found the ideal listener. It is here that the thrilling moment arrives. It must be read in Mr. James's own inimitable manner. The scene ends on a harsh electric bell, the entrance of the "Law," and a pistol-shot. Newton Winch was himself a defaulting solicitor! This is almost the Henry James of that great period when his art belonged to his country.

"The Hand of the North."BY MARION FOX.
(The Bodley Head.)

Miss Fox has achieved a remarkable sense of atmosphere in her Elizabethan drama "The Hand of the North." During several opening pages, though the period is not mentioned, old Gothic London, carved and gabled, is distinctly felt. And she is skilled in using delicate devices for its maintenance. While Armstrong is fastening his newly starched ruff before the Venetian mirror, a little wisp of ivy, torn by the wind outside, taps on the leaded panes to him; it taps reminder also on the reader's consciousness that this is a real world, not founded entirely on the museum and the antique shop. It is delightful to come on pictures like this: "In the garden below not a shred of last night's snowfall lingered; the winds had swept everything bare to the bone, and the houses showed like tattered rags upon the earth's vast and bleached body." In view of so much charm of writing it seems unfair that her company of players should miss grip of their audience. But though Love and Hate have place in the drama, they do not strike deep or grow impressive. The book divides itself naturally into two parts, the first concerned with town and the courtly intrigues of Essex; the second staged in Northumberland, where Queen Elizabeth had exiled the hero for his good.

"His Hour."BY ELINOR GLYN.
(Duckworth.)

Miss Elinor Glyn has been having a good time in Russia, so her readers are here invited to share it—the gaiety, the mystery, the poetical remoteness of Russian life and thought; above all, the exceeding comeliness of Russian officers, unmatched by anything but the gorgeous bravery of their uniforms. Quite inevitably "His Hour" is the hour of one of the most dazzling, the most provoking and bewitching of these—a beautiful Byronic figure, but capable, dear, pretty English girls, of a lifelong devotion to one of you. He may be said to have had many hours; but no one will grudge them to him—at least, no woman; rather will she turn the pages impatiently, counting all time lost that was not "his."



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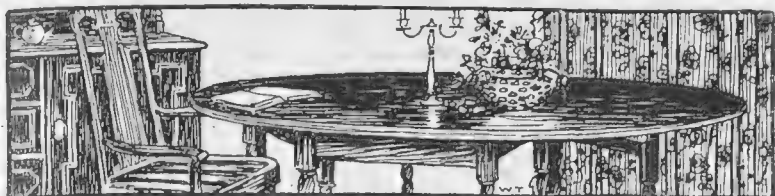
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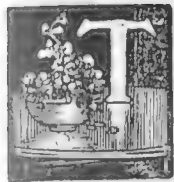
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FURNITURE—THE IDEAL

By CURCULIO.



THE quality of uniqueness is the most important component of the ideal. For we can never be said to have achieved the ideal in anything when we have simply acquired a copy of a model that is at everyone else's disposal. However ideal that model may originally be, the diffusion of its copies must inevitably render it commonplace; and the commonplace and the ideal are the two opposite poles of artistry. What lady of fashion lives who will suffer herself to wear a gown the counterpart of which may be seen on a dozen other backs? Her ideal gown is no copy, but an unreproduced original of which the sole and exclusive rights are to be vested in herself.

As with gowns, so, in an even greater degree, with furniture, for the dressing of a house is, after all, a more important matter than the mere dressing of a body; and the individual who aims at an ideal home in the term's true sense will seek to furnish in a manner that shall be not only tasteful, but distinctive. To succeed in this is not as easy as it may appear. It demands observation of an almost expert kind; it requires study, and it needs guidance. It is not, for instance, by

visiting vast exhibitions of furniture that taste is to be moulded into individual lines. Exhibits — like most things — may be roughly divided into two classes: Good and bad. The bad, being bad, requires no further attention; the good will attract a host of copiers, who will make such full use of the opportunity afforded them that, by unrestrained reproduction of these models, they will succeed in so vulgarising them as to render them as undesirable as if they had possessed no beauty originally to commend them. Such guidance as exhibitions offer is, therefore, the guidance to be eschewed by those who aim at the ideal home. Rather is the guidance to be enlisted of a firm of masters in the art of



iture; a firm of specialists too jealous of the fine models they select to place them at the mercy of every copyist; a firm whose experience is at the disposal of its patrons, to the end that the individual taste of the latter may be conducted into finding the expression that is most worthy of it.

I know of no firm in better case for this than that of Messrs. Holmew and Fletcher. Their name bulks largely in the history of furniture; for the efforts they have exerted in obedience to an impulse of that artistry that distinguishes their methods is mainly responsible for the revival of the vogue of the Georgian and earlier styles. In recommending them I do not suggest that you should too slavishly follow their advice, for that would be to sink your own personality; nor, indeed, is this a proceeding they would themselves advise. They would, I know, prefer that their counsel should be your stick rather than your crutch, and that the sufficiency of model interiors they can show you should assist you in giving the most artistic possible expression to your own individual taste, no matter how dim and inchoate may have been your ideas before you enlisted their unrivalled aid.

If your taste inclines to the antique, you will see in their showrooms specimens of a grace and beauty entirely unique, which you are not likely to see duplicated elsewhere, for as collectors they are too expert to be misled into acquiring or offering the commonplace. If you desire to furnish in a modern manner, you will with difficulty discover their equals in this branch; for that same expert acquaintance with the best work of the old masters has had its inevitable refining influence upon their taste, so that their models present a grace and originality entirely their own.

A visit alone to their most interesting establishment (at 217-218, Tottenham Court Road) will go some little way towards showing you how to contrive the ideal home that we all desire but so few of us are really successful in achieving.

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OLYMPIA MOTOR SHOW NOTES.

(Continued.)

Michelins at the Show.

Bibendum bends, collapses, and rises again over a fine exhibit of the productions of that eminent firm responsible for his genesis. The Michelin Company will show many examples of their square-treaded tyres, which, being moulded in one piece, are considered stronger than ordinary plain covers, and have the rubber on the tread practically under compression, so that an incision has a tendency to close up rather than open. Then there will be the famous Semelle non-skids, the durability of which is acknowledged by all who have used them and have suffered in pocket over other types of non-skids. The stout chrome-leather tread, while providing ample protection, does not interfere with the resilience of the cover, and affords such additional strength and security that the studs in a Michelin non-skid cover wear until quite flat with the tread and do not come out. The Michelin detachable rim is too well known to need comment. Automobilists also owe a debt of gratitude to the Michelin Company for having devised the Michelin bolt-valve. Samples of this bolt-valve will be shown, together with that neat and accurate little instrument, the "Michelin" pressure-tester.

Automobiles
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Notwithstanding the fact that very little alteration will be found in the forthcoming models of the well-known Peugeot cars, the reputation borne by this firm for up-to-date design and sound construction is certain to attract a large number of visitors to the stand. The chief variations in the 1911 cars, as compared with 1910, are smaller bore and increased stroke; all valves on one side of engine, so necessitating but one cam-shaft, and reducing the number of the timing gear-wheels by half. The Bosch magneto is placed across the engine, establishing that device in an extremely accessible position. Peugeot practice still, and with good reason, adheres to the water-pump, this being set on the left-hand side of the engine, and driven off the cam-shaft. All the models are of the live-axle type, with the propeller-shaft encased in a tubular torque member. The spring drive is still retained in all the models from the 12-15-h.p. upwards. The Peugeot Truffault shock-absorbers are also fitted.



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(Continued on page 1.)

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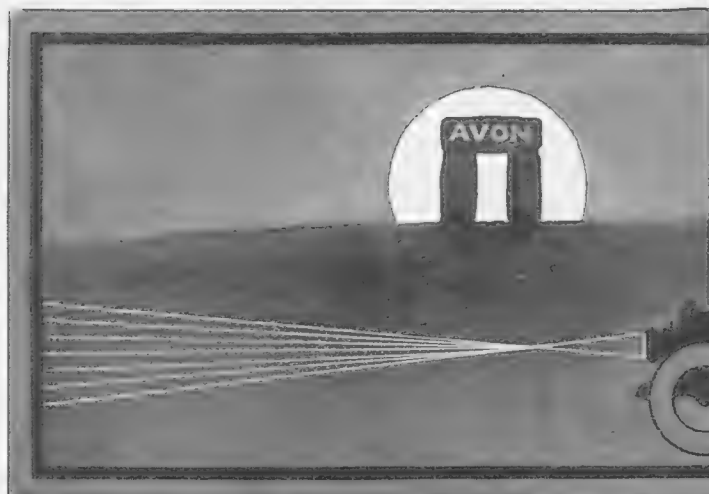


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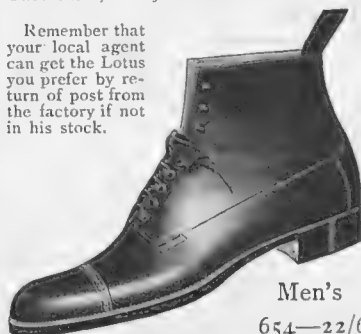
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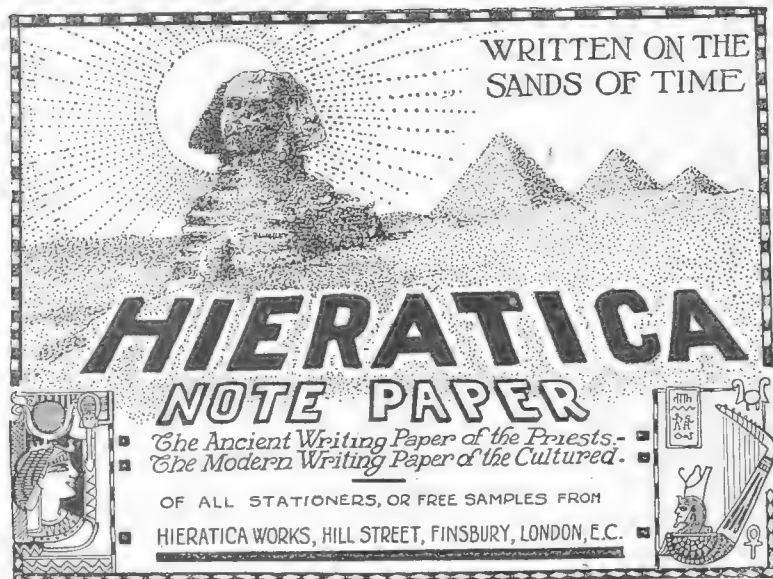
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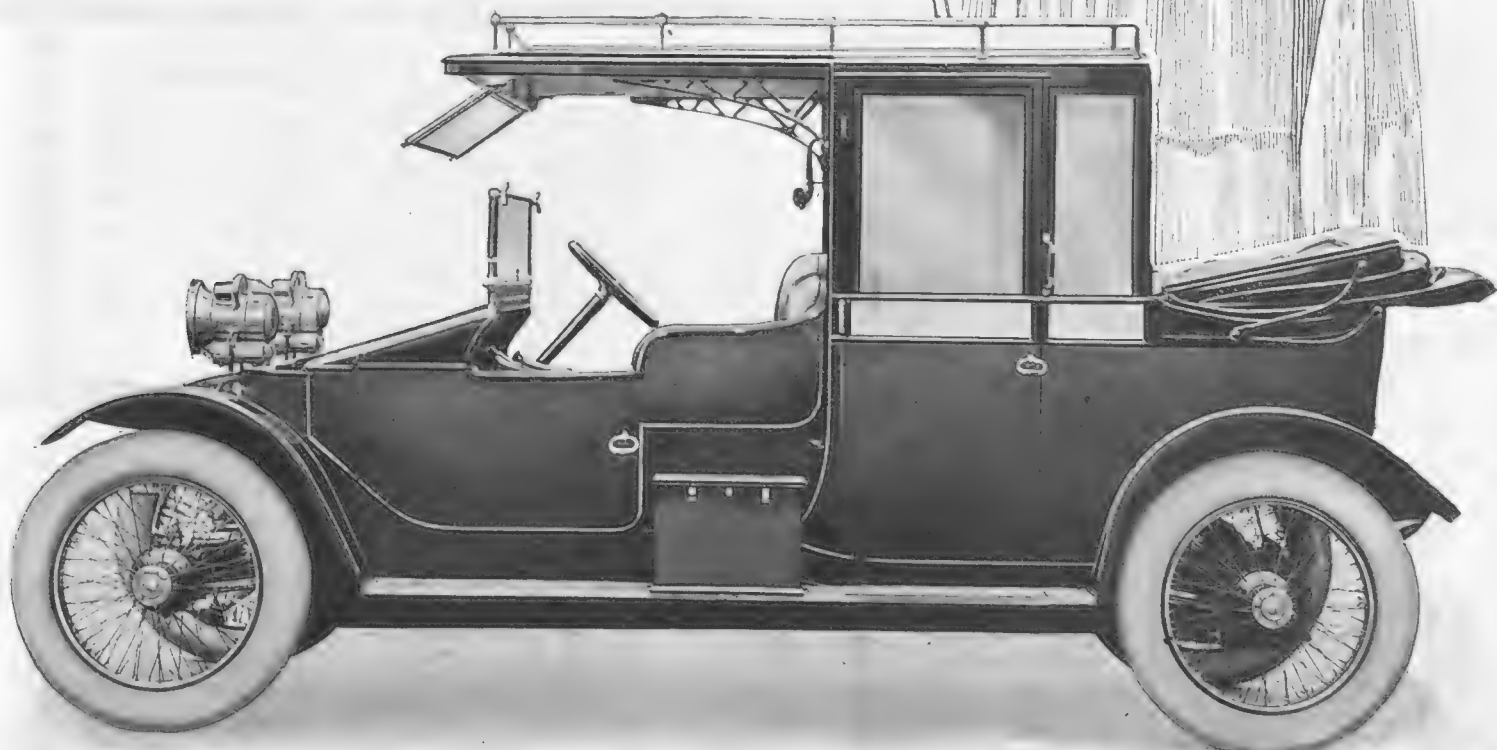
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overlooked; and if the motives which bring the assassins together, people of widely differing interests, appear mechanical also, that interferes not at all with the interest of the solution.

From Floors Castle, where the Duchess of Roxburghe has been entertaining friends, Lord and Lady Granard came to Halkin Street. Forbes House, in that street, is, needless to say, Forbes House still, despite the fact that Lord Granard has been galled with criticism in regard to the name. And Castle Forbes, in Ireland, is Castle Forbes still! The contention is that Lord Granard has ignored the copyrights or prerogatives of Lord Forbes in using that name: a very strange charge, one thinks, to level against the head of the entire Forbes family.

The last family celebration at Clouds was for the coming-of-age of Mr. Percy Wyndham, son of Mr. George Wyndham and the Countess Grosvenor. Last week, much the same gathering did honour to Mr. George Wyndham's parents, the Hon. Mr. and Mrs. Percy Wyndham, on the occasion of their golden wedding. Although built within a few stone's-throw of his birthplace, Wren had no hand in Clouds House. It is of much later period, but stately enough to delight "Fortune's most fastidious darling"—as Mr. George Wyndham is called. He wrote of it in a ballad, composed for his son, several years ago—

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(With apologies to Sir W. S. Gilbert). III.

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THE SKETCH OLYMPIA MOTOR SUPPLEMENT

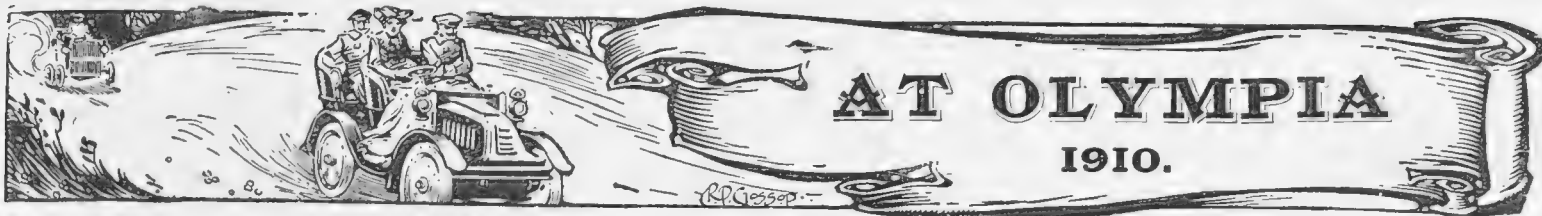


"A RARER SPIRIT NEVER DID STEER HUMANITY!"

Photograph by Rotaphot.



Before the Show
MICHELIN



A GUIDE TO THE SPECIAL FEATURES OF THE SOCIETY OF MOTOR MANUFACTURERS AND TRADERS' NINTH INTERNATIONAL AUTOMOBILE EXHIBITION AT OLYMPIA (NOV. 4-12)

ON Friday next the doors of the great annual Motor Show at Olympia will be thrown open to the public, who will find there a display of the best that Europe can produce in the shape of self-propelled carriages for pleasure-riding and private use. The Exhibition of 1910 will not be marked by any specially startling innovation, either in engines, carburetters, ignition, or gearing. The keynote of the coming display will be found to be general detail-improvement all round, particularly with regard to the quest for silent running, upon which the British automobilist, at least, lays so much stress. In the attempt to reduce noise, the gear-drive of camshafts will be found to have given way to rotation by such scientific productions as Hans Renold's silent chains and drives of the sort. Gear-boxes are dealt with from the same point of view, by multiplying shaft-bearings and shortening shafts. Three-point suspension of both engines and gear-boxes will also be found. In bodies a great advance will be noticed both as to form and seating-accommodation; the torpedo type, the motor-car body pure and simple, will be found with higher sides and lower seats.

to the worm rotating the rear wheels is in a straight line when the car is loaded. The merits of this arrangement are obvious. A very special feature of the 1911 Daimlers is the practice of making the dashboard a permanent part of the body itself, and no longer maintaining it as an integral part of the front of the chassis. The body-sides are continued forward until they meet this dashboard, and the rear of the body is attached to the frame by a hinged joint, rubber buffers being interposed between the front end and frame,

on which the body is tightened down by bolts. The body and dashboard can be raised from the frame by a worm-gearled lifter operated by a handle, and the whole of the running-gear so made extremely accessible. It is obvious that the Daimler exhibit is one which will have the attention of every visitor to the Show.



THE KAISER AND A CAR: A TELEGRAM EXPRESSING HIS IMPERIAL MAJESTY'S APPRECIATION OF A MERCEDES-KNIGHT.

Translated, the telegram reads: "Berlin, Aug. 31, 1910.—His Majesty the Emperor and King has graciously been pleased to express his entire satisfaction with the running of the Mercedes-Knight Car.—BARON VON REISCHACH."

France and in this country, been regarded as synonymous terms. It might almost be said that a Panhard car, like Tennyson's brook, runs on for ever. Certainly one sees to-day, on the roads in this country and in France, Panhards which date back a decade or more still rendering yeoman service to their owners. But the Panhards of to-day and the Panhards of ten years ago are very different productions. The reliability remains, but the outward form and construction now widely differ. Messrs. Panhard and Levassor are one of the three Continental firms that have followed the lead of our own Daimler Company and adopted the Sleeve Valve engine. They will show a Panhard valveless chassis of 25-h.p., the engine of which is more or less on the recognised Knight principles, while the gearing and other parts of the chassis are identical with the 18-30-h.p. Panhard, which has been so well received during the past season.

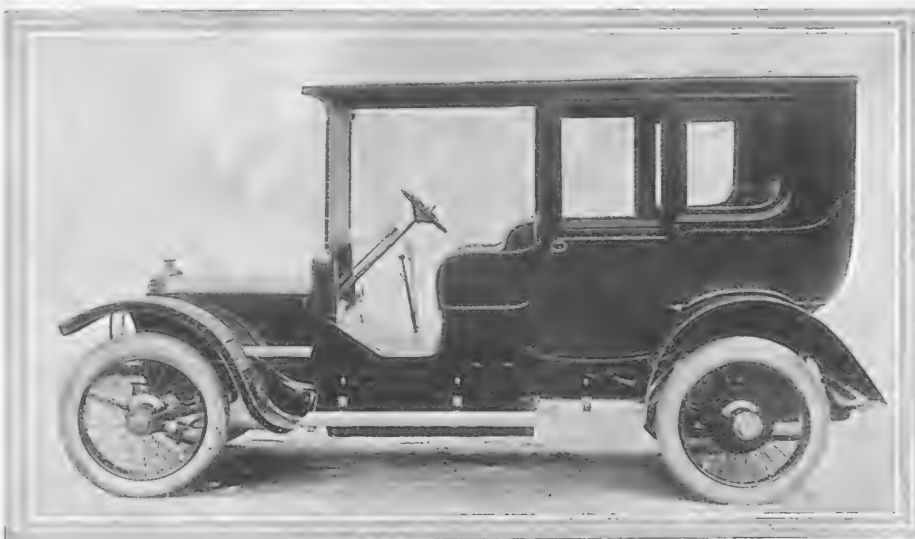
In this chassis the carburetter will be found placed somewhat higher than usual, while the petrol-feed is by pressure. Messrs. Panhard express themselves as delighted with the running of this model, and confidently recommend it to their clients. Another new Panhard model for the 1911 season is the 18-24 six-cylinder, but in this case the six-cylinder engine is cast *en bloc*, with all the valves on one side, and has fixed magneto ignition. Although all the cylinders are so cast, this engine presents a very neat appearance, and is a fine piece of engineering work. The carburetter is placed high, as in the previous model, and foot throttle

control is fitted, in addition to a small throttle lever set upon the dashboard for starting purposes. The 18-30 four-cylinder chassis will be found to be unaltered from the present season's model. The 30-h.p. six-cylinder Panhard, carrying a handsome limousine landaulette body, is additionally interesting from the fact that although the cylinders appear to be cast *en bloc*, they are really composed of six separate castings with faced joints, and are bolted closely together. All the chassis on the stand which carry bodies

The Sleeve Valve Daimlers.

In addition to the interest which is still keenly maintained in the Anglo-American Sleeve Valve engine, which has contributed so largely to the success of the Daimler cars during the past season, the fact that a new six-cylinder Daimler car will figure among the exhibits of the great Coventry firm is certain to attract a large number of the Show visitors to their stand. This chassis is a development of the wonderfully successful 15-h.p. four-cylinder type, but, as might be expected, with many minor details still further perfected, so that the most captious critic will be seriously troubled to find cause of complaint in the latest product of the Daimler Works. The cylinders of this engine have the usual Daimler feature of detachable heads. The dimensions are 80 mm. bore by 130 mm. stroke—an excellent proportion; while the sliding-sleeve driving mechanism remains the same as before—that is, the silent chain-drive and the eccentric shaft have not been altered in any way from the design which has achieved such success during the past two years. The Bosch dual magneto and the centrifugal water-pump are set across the front of the engine and driven by skew gearing. The water-joints and the cylinder-heads take the form of compressed rings of rubber, quite reliable and effective.

The radiator-fan is now belt-driven in lieu of gear-driven. All the new models retain the pump-and-trough system of lubrication, with the additional refinement of the trough being made adjustable in height relative to the connecting-rod ends. This adjustment is controlled by the opening and closing of the throttle-lever, hence the oil-supply is absolutely proportioned to the speed of the engine. The two-jet Daimler carburetter is retained. The engine is slightly inclined rearwards, so that the drive through cone and gear-box



TO BE SHOWN IN PALL MALL BY PERMISSION OF THE QUEEN: HER MAJESTY'S NEW 38-H.P. DAIMLER WITH HOOPER BODY.

By special permission of her Majesty, the Queen's new Daimler is to be exhibited during Show time at the London show-rooms of the Daimler Company, 27 and 28, Pall Mall.

Daimler

HER MAJESTY THE QUEEN

has graciously accorded the Daimler Company permission to exhibit at their London Showrooms, 27 & 28, Pall Mall, during the Olympia Show Week her new 38-h.p. DAIMLER with Hooper body.

STAND 54, OLYMPIA

B.S.A.

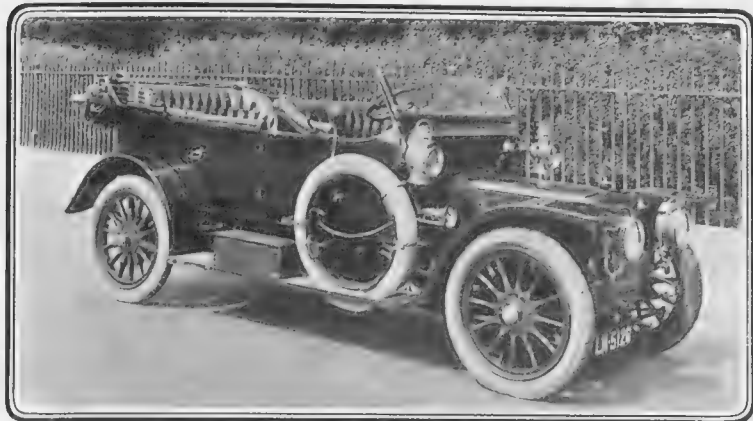
STAND 75, OLYMPIA

The Birmingham Small Arms Co., Ltd.

The Daimler Motor Co., (1904) Ltd., Coventry.

have these bodies finished in the well-known Panhard green, picked out with black mouldings and fine white lines. The exhibit will undoubtedly command attention, if only for the reason

has been given to the silencing of all the working parts, so that the 1911 15-h.p. Straker-Squire may be said to be as nearly noiseless as can be hoped for from a self-propelled vehicle.



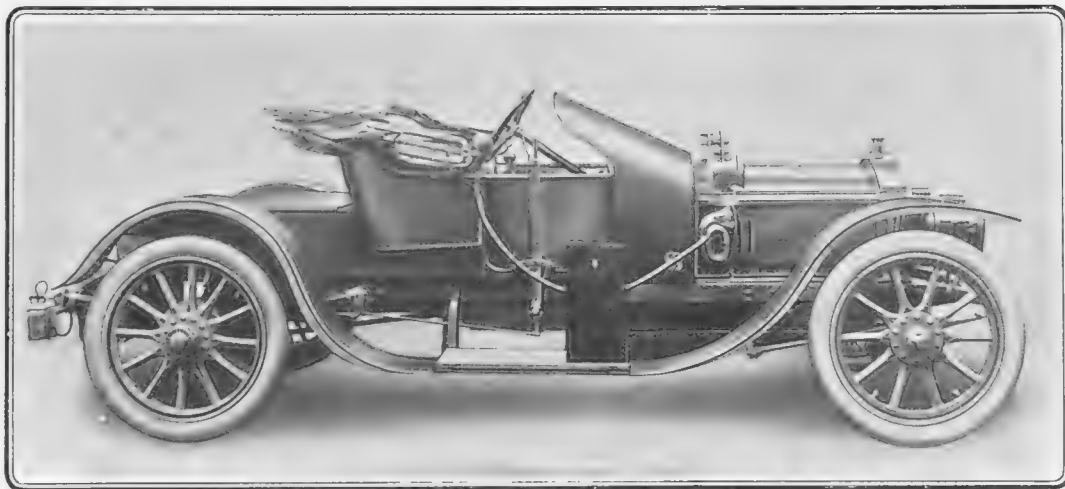
"RELIABILITY" AND "PANHARD" SYNONYMOUS TERMS:
THE 25-H.P. SILENT VALVELESS PANHARD.

Messrs. Panhard and Levassor are one of the three Continental firms who have followed the example of our own Daimler Company and have adopted the Silent Knight engine. The 25-h.p. Panhard Valveless chassis has an engine more or less on the recognised Knight principles; while the gearing and other parts of the chassis are identical with the 18-30-h.p. Panhard.

that the name Panhard stands for everything that is sound and good in automobile construction.

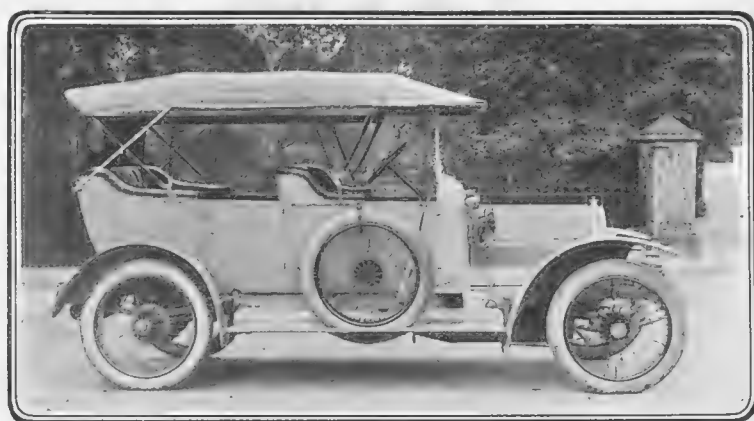
The 15-h.p. Straker-Squire.

In the chassis of this power shown by Messrs. Straker-Squire, Limited, visitors to the Show will see an example of what can be done by concentration of engineering ability upon a single type or model. During the last three or four years the 15-h.p. Straker-Squire has risen high in public favour, and this is undoubtedly due to the fact that three years ago this firm resolved to concentrate its efforts on the construction of this model only. It has been their aim to follow the best possible lines, to use the very best quality of materials handled in the best possible way, and thereafter to offer their products to the public at a reasonable business profit. The 1911 model has been increased in wheel-base three inches, while the chassis has an additional body-space of over five inches, thereby giving additional width for body-building. The engine, which is



HIGH IN PUBLIC FAVOUR: THE 15-H.P. STRAKER-SQUIRE RUNABOUT.

The 1911 15-h.p. Straker-Squire is described as being as nearly noiseless as a self-propelled vehicle can be.

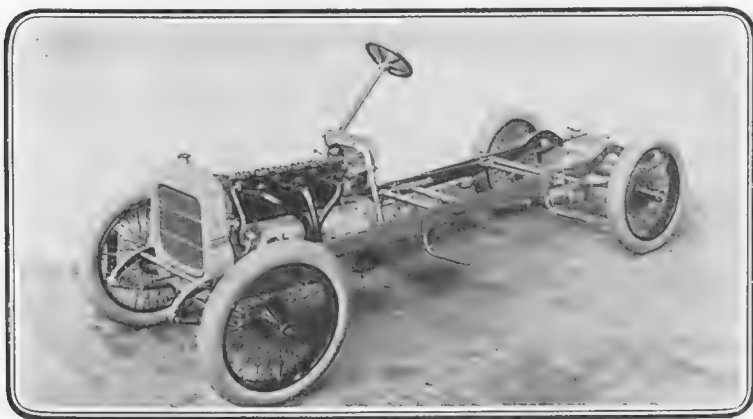


"SWEET SEVENTEEN": THE 17-H.P. MAUDSLAY TORPEDO TOURING-CAR,
WITH DETACHABLE WIRE WHEELS.

The "Sweet Seventeen" Maudslay is to be shown at Olympia for the first time. As companions it will have the 25-30-h.p. and the 35-45-h.p. The 17-h.p., which is certain to attract much attention, has an engine designed to give excellent hill-climbing qualities. There is a four-speed gear, with direct drive on third speed. A Colonial type of this car is made, with a greater clearance between lowest point and ground.

Cars of Merit— Maudslays.

In the engineering world, Maudslay has been, and is, a name to conjure with. That name has been responsible for much that is good in British engineering. Small wonder, then, that the motor-cars bearing this so distinctive appellation enjoy a good and sound reputation. The Maudslay cars will be seen at the Show in three powers—namely, 17-h.p. (equals 20.2 R.A.C. rating); the 25-30-h.p. (equals 30 R.A.C.); and the 35-45-h.p. (equals 40 R.A.C.). The two higher powers have made their public bows before, but at Olympia the 17-h.p. appears for the first time, and, like all newcomers will excite much interest. The engine is 90 mm. (equals 3 5/16 in.) in bore, and 130 mm. (equals 5 1/8 in.) in stroke—a proportion of stroke to bore which must make for good, solid hill-climbing qualities. Moreover, a feature that will appeal to quite a number of experts is the fitting of a four-speed gear with direct drive on third speed—an almost ideal arrangement. A Colonial type of this chassis is made with much greater clearance between its lowest point and the ground; while larger and stronger



TO BE SHOWN BY A GREAT COVENTRY FIRM: THE NEW 23-H.P.
SIX-CYLINDER DAIMLER CHASSIS.

The chassis is a development of the 15-h.p. four-cylinder type, but is even more perfect in certain minor details. The cylinders of the engine, as is usual with the Daimlers, have detachable heads. The engine-dimensions are 80 mm. bore by 130 mm. stroke. The silent chain drive and the eccentric shaft are precisely similar to the design that proved so popular a couple of years ago. The Bosch dual magneto and the centrifugal water-pump are set across the front of the engine and driven by skew gearing.

87 mm. bore by 120 mm. stroke, is cast *en bloc*, has a five-bearing crank-shaft, and is fitted with the improved 1911 type carburetter. Lubrication to the engine is pressure-fed, the trough system being adopted for the big ends, cylinder-walls, etc. Special attention



FOR SHIPMENT TO DAIMLER AGENTS IN CANADA:
PACKING "NEW DAIMLER" ENGINES.

wheels, heavier and stiffer springs, and stronger steering connections will recommend this chassis to the Colonial visitor and buyer. Two Colonial model phaetons will be used by H.R.H. the Duke of Connaught and his staff during their sojourn in South Africa.

[Continued Overleaf]

"THE BEST CAR."

—"Pall Mall Gazette," November 15, 1909.

THE SIX-CYLINDER

ROLLS-ROYCE

IS

THE ONLY CAR IN THE WORLD
EVER SUBMITTED TO AN OFFICIAL
TEST OF COST OF UPKEEP.

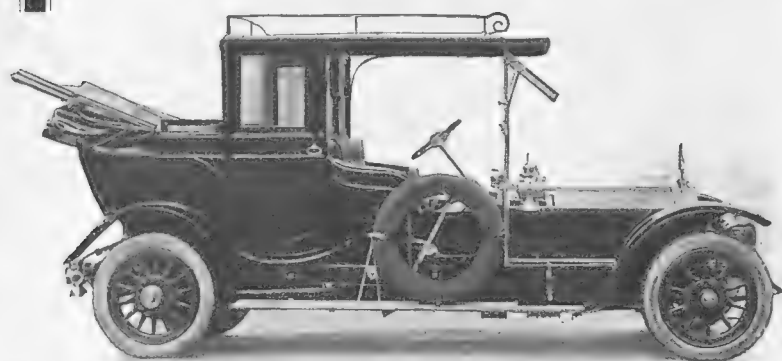
Holder of the Royal Automobile Club's
Record for Reliability: 14,371 miles NON-STOP.

Holder of the Royal Automobile Club's
Record for Durability: 42/7 for new parts after
15,000 miles, to replace all parts which showed
measurable wear.

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"AN EDUCATION IN THE REFINEMENTS
OF DESIGN AND WORKMANSHIP."

—"THE TIMES," August 9, 1910.

See the complete ROLLS-ROYCE Cars in OLYMPIA, on the following stands in the Annex:

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TORPEDO-PHAETON ...
THREE-QUARTER LANDAULET Messrs. Lawton & Co., Stand No. 133.
THREE-QUARTER LANDAULET Messrs. Thrupp & Maberley, Stand No. 125.
DOUBLE LIMOUSINE ... Messrs. H. J. Mulliner & Co., Stand No. 108.
PULLMAN-LIMOUSINE ... Messrs. Sir Wm. Angus, Sanderson & Co., Stand No. 115.

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3. No greasing ever required, as it cannot stick or rust up on the wheel.
4. All parts are absolutely interchangeable. Any four Segments make a rim, and any rim will fit any wheel.

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Showrooms: 111, Great Portland Street,
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Telephone: 939 Gerrard.

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SIMPLE. — There is nothing to get out of order.

SAFE. — The rim cannot move on the wheel, hence no wear and no creaking.

RELIABLE. — Requires no periodical attention, but will always operate surely and easily when required.

OLYMPIA MOTOR SHOW,
Stand No. 223.

Sunbeam Motor-Cars.

No Motor Show would be complete without an array of these well-known and greatly favoured cars, which issue from the well-appointed works of the Sunbeam Motor Car Company, of Wolverhampton. Five exhibits will be found upon the stand, two of them being chassis only, one a 12-h.p. four-cylinder Sunbeam, and the other the 18-22-h.p. new type six-cylinder car. A number of detailed improvements will be noticed in the smaller-powered car over those which have obtained in the 1910 type. The oil-pump in the engine has been removed from the end of the cam-shaft and placed in a sump in the bottom of the crank-chamber, so that it is continuously oil-drowned. A great advance has been made in the substitution of worm- for bevel-gear drive, the engine and gear-box being raked for the purpose of keeping the propeller-shaft in line with the two units named when the car is loaded. The 16-20-h.p., of which a chassis is not to be shown, will present the same excellent modifications; but special attention, of course, will be attracted, as already suggested, to the new type six-cylinder. It has its cylinders cast in sets of three, with a bore of 80 mm. and a stroke of 120 mm., and although this cylindrical grouping is adopted, the cylinders are so arranged that the crank-shaft runs in seven bearings. Further,

greater quietude, while the live axles are now made with hexagon ends. A brake in rear of the gear-box can now be fitted if desired, in lieu of the standard front-wheel brakes, which, however, have been re-designed and are, as has been demonstrated, now eminently satisfactory. The up-sweep of the frame over the back axle is carried farther back, so allowing for more strength in the body under the doors. The six-cylinder, which is the Arrol-Johnston innovation for 1911, and promises to be a most delightfully swift and smooth-running car, follows the proved lines of the 15.9-h.p. throughout. The Arrol-Johnstons produced under the new régime now rank with the best automobile productions of this country.



A CAR ON WHICH THE RECORD FOR THE FLYING HALF-MILE WAS BEATEN: THE 12-16-H.P. SUNBEAM DRIVEN BY MR. T. COATALEN.

After a series of wins in various competitions, this car wound up the season by beating the record at Brooklands for the flying half-mile. It attained a speed of over seventy-one miles an hour—world's record for such a small car (80 mm. bore by 120 mm. stroke).

A Remarkable Planetary Gear. Ten, sixteen, thirty, are the powers of the Adams cars, the well-considered productions of the Adams Manufacturing Company, of 106, Bond Street, and Bedford. It is, perhaps, the 16-h.p. Adams which calls for special notice, for to the

design of its chassis, as to those of its brethren, the closest engineering consideration has been given. The engine's four cylinders are 85 mm. in bore by 120 mm. stroke, and will give, and have given, in bench tests, double the rated horse-power. But the most salient point in this chassis, and one of the most interesting



A FINE SCOTTISH CAR: THE 15.9 ARROL-JOHNSTON, WHICH HAS BEEN CHANGED IN BUT FEW DETAILS.

The Arrol-Johnston car of 1910 has been judged so excellent that it has been deemed advisable to change it in but small degree. Yet the alterations are important. We may cite, as an example, the driving-bevel, which has now a tail-bearing, and the live axles, which now have hexagon ends. A brake can be fitted in the rear of the gear-box, if desired.

two ignitions, Bosch and high-tension accumulator-fed systems, are provided, these systems being entirely independent, and having their own individual sparking-plugs. Forced lubrication is adopted, the oil being pumped to the crank-shaft bearings and connecting-rod ends through ducts drilled in the crank-shaft. The gear-box affords four speeds forward and reverse. An ingeniously designed foot-brake, which presents two joints in the connections only, is fitted. The back-axle casings are connected to the differential-gear casings by in-turned flanges, rendering the back axle a particularly clean and strong job, and affording no projections for the accumulation of mud. Claudel-Hobson carburettors are fitted. Sunny is the life of a chauffeur whose care is Sunbeams.

A Fine Scotch Car. Satisfactory have proved the Arrol-Johnston cars of 1910, in point of view of general design, that no great divergences will be found in the chassis to be staged. Nevertheless, much careful attention has been given to improvement in detail in several important points. For instance, in the 15.9-h.p. Arrol-Johnston, the driving-bevel spindle is now provided with a tail-bearing, making for



"SUNNY IS THE LIFE OF A CHAUFFEUR WHOSE CARE IS SUNBEAMS": A SUNBEAM WITH LIMOUSINE BODY.

The five exhibits to be shown by the Sunbeam Motor-Car Company include two chassis—one a 12-h.p. four-cylinder Sunbeam; the other the 18-22-h.p. new type six-cylinder car. It may be noted that the 16-20-h.p., no chassis of which is to be shown at Olympia, will present the same excellent modifications as the chassis already mentioned.

features of the coming Show, is the three-speed planetary gear, operated by a pedal for those who prefer pedals, or by side-lever, as with a sliding-sleeve gear. The charm of this gear is the fact that the change from one speed to another is positive every time, and is made with absolute silence, there being no wheels to move and no teeth to grind and clash with each other. All the gear-wheels are always in mesh, and are only brought into driving operation by an ingenious combination of band brakes and clutches. Well-designed front-wheel brakes are fitted, as is a self-starter, operated from the driving-seat—a great boon! Sliding-sleeve gear can be fitted if desired.



WITH FIVE-SEATER BODY: THE ADAMS 16-H.P. FOUR-CYLINDER CAR.

The powers of the Adams cars are 10, 16, and 30. A particular feature of the chassis is the three-speed planetary gear, operated either by a pedal or by a side-lever, as with a sliding-sleeve gear.

Wolseleys. The Wolseley list includes for 1911, no fewer than seven models, but five of these are practically identical with those of the last season—a fact giving cause for no surprise, for the reason that the success

they have achieved and the satisfaction they have caused warrant their retention on the list. Four of the 1911 models are to be exhibited at Olympia, the new introductions being the 40-h.p. and the 50-h.p. The 12-16-h.p., the popular 16-20-h.p., and the 20-28-h.p. have all been improved in detail, such as increase of valve-diameter,

IN A NEW ROLL!



A SEPARATION; OR, FOR WHEEL OR WHOA!

DRAWN BY LAWSON WOOD.

A FITTING CAUSE FOR SALE.



IMPERATIVE.

MOTOR: — Small 8 - h.p. car, to be disposed of by gent.; reason selling, getting larger. Box 1910.

Robert S. old Land having wo many ma him for au seems to likes.

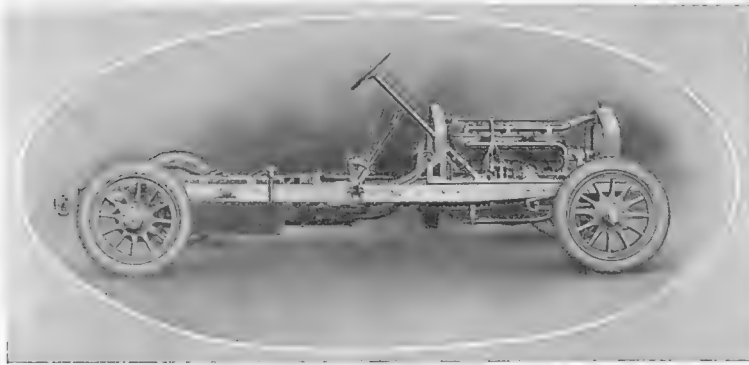
CROMBIE

THE GREAT MAN AND THE "SMALL WANT"; WHY THE ADVERTISEMENT WAS INSERTED.

DRAWN BY CHARLES CROMBIE.

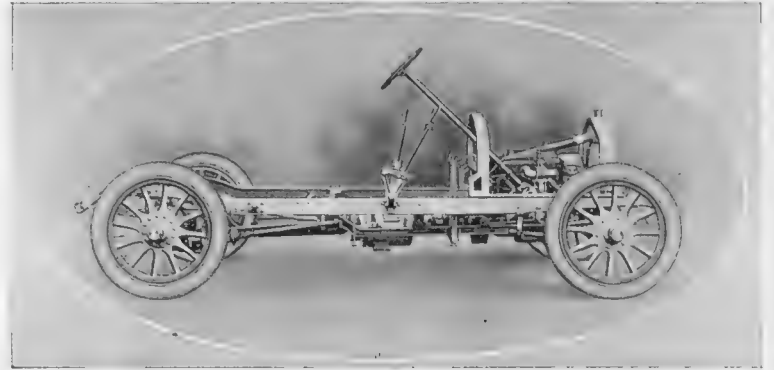
increased accessibility, hot-water jacketing of the carburetter, the fitting of front and rear wheels with Timkin roller-bearings, the addition of a torque member, the lengthening of the springs and the narrowing of the frame in front to afford a good steering lock. In the 16-20-h.p. the counter-shaft brake has been increased in diameter and width, as this chassis is frequently required to

20-h.p. chassis, with 820 mm. by 120 mm. wheels all round. Save for an extension of wheel-base, the 26 h.p. remains practically unchanged, though larger wheels are fitted, the oil-distributor moved to the front of the engine, and a crank-chamber oil-level provided. For smart and striking appearance no car surpasses the Metallurgique, with its salient wedge-shaped radiator front.



SIMILAR TO THE CHASSIS SUPPLIED TO QUEEN ALEXANDRA: THE 50-H.P. SIX-CYLINDER WOLSELEY, THE 1911 MODEL.

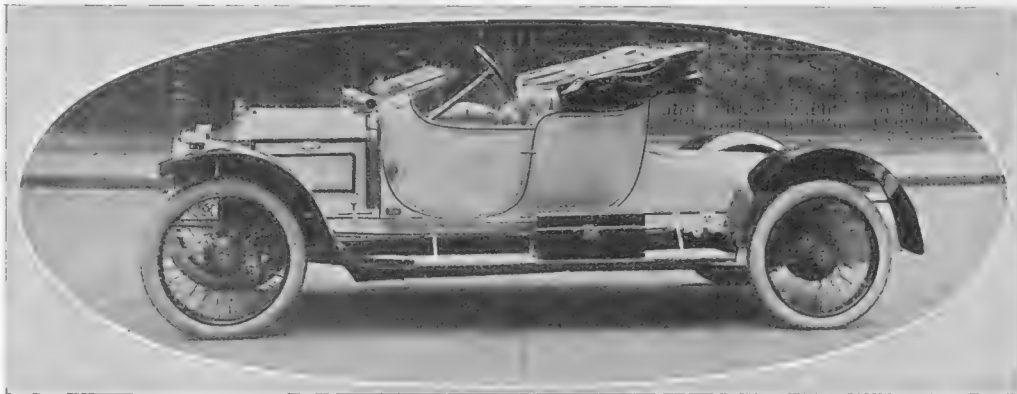
This car conforms with the usual Wolseley practice, but the lubricating system has a special point in that the oil, instead of being carried in a sump, is carried in a tank at the side of the engine.



OF THE FOUR 1911 MODELS TO BE SHOWN AT OLYMPIA: THE 12-16-H.P. WOLSELEY.

Four of the 1911 Wolseley models are to be shown at Olympia. The 40-h.p. and the 50-h.p. are new introductions. The 12-16-h.p., the 16-20, and the 20-28 have all been improved in detail.

carry full-sized bodies. The direct drive of the 24-30-h.p. six-cylinder model is now on the fourth speed. Although the 40-h.p. is an entirely new model, the general engine-design conforms to the smaller types, but the valve-caps are water-cooled. The 50-h.p. six-cylinder is similar to the chassis supplied to her Majesty Queen Alexandra. It conforms to the usual Wolseley practice, but the lubricating system differs slightly in the fact that the oil is carried in a tank at the side of the engine instead of in a sump. The crank-chamber is kept empty by means of a second pump lifting the oil into the oil-tank, whence it is circulated by the ordinary circulating-pump. It is obvious that the Wolseley exhibit contains much to interest, and should be given particular attention by all visitors to the Show.



FITTED WITH A VANDEN PLAS BODY: A METALLURGIQUE CAR.

The changes in the new models of the Metallurgiques are chiefly in detail—small, but important.

Meritorious
is no
Metallurgiques. c a r

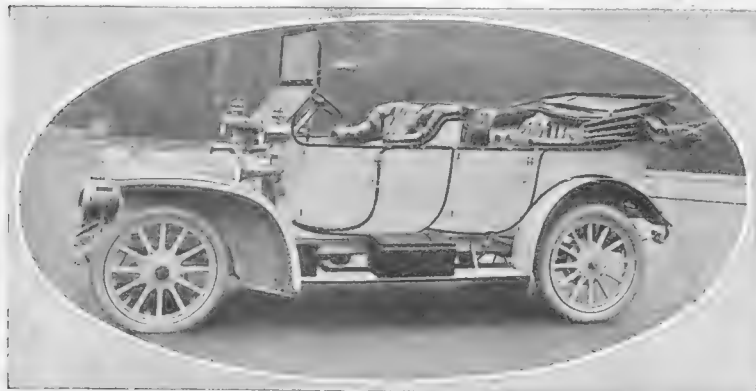
imported into this country which has gained greater favour or enlisted a more enthusiastic clientèle than the various-powered Metallurgiques, handled by that up-to-date firm, Messrs. Warwick Wright and Co., Ltd., of 110, High Street, Marylebone, W. But, like several other well-established makes, the changes and departures in the Metallurgiques for 1911 are to be found chiefly in the detail of the chassis exhibited. But one feature, the adoption of four-speed gear-boxes in the case of each model, is sufficient advance for a season, and one that will be wholly

Continental Tyres. Visitors at the Show will note that the Continental Tyre Company enjoy a much better position than in previous years, with their variously treaded tyres. First to be noticed is the square-tread, the rubber of which is moulded on to the carcass of the cover, so as to become an integral part thereof, and insuring the fact that the tread shall not lift or become loose. The three-ribbed Continental is also worthy

of notice, with its three circumferential ribs lending the tyre great anti-skidding properties; and unless a vehicle is much used for town driving, the three-ribbed tyre is sufficient for all ordinary work. In the non-skids, two patterns will be found—the red-black and the well-known chrome-leather pattern. The small circular discs under the rivets prevent these from being pressed through the cover, and both

these types, as I know from experience, can be driven until the studs are completely worn out. Also, presuming that the carcass has not been injured, both these types of non-skids will take retreads well. Interesting demonstrations of the manner in which covers and tubes can be repaired are given on the stand.

The Adler Cars. In a late issue of *The Sketch* I dealt at considerable length with the well-designed and interesting 20-h.p. Adler chassis, which, with the 12-h.p. and 15-h.p.



A CAR THAT HELPED TO GAIN TWO PRIX D'HONNEUR AT THE BRUSSELS EXHIBITION: THE 15-H.P. ADLER CHASSIS, WITH MORGAN TORPEDO BODY. The 12, 15, and 20-h.p. Adler models for 1911 obtained two prix d'honneur at the Brussels Exhibition.



A CAR THAT HELPED TO GAIN TWO PRIX D'HONNEUR AT THE BRUSSELS EXHIBITION: THE 12-H.P. ADLER CHASSIS, WITH MORGAN SIDE-ENTRANCE BODY. This car and the 15-h.p. Adler in particular should appeal with considerable force to the man of moderate means.

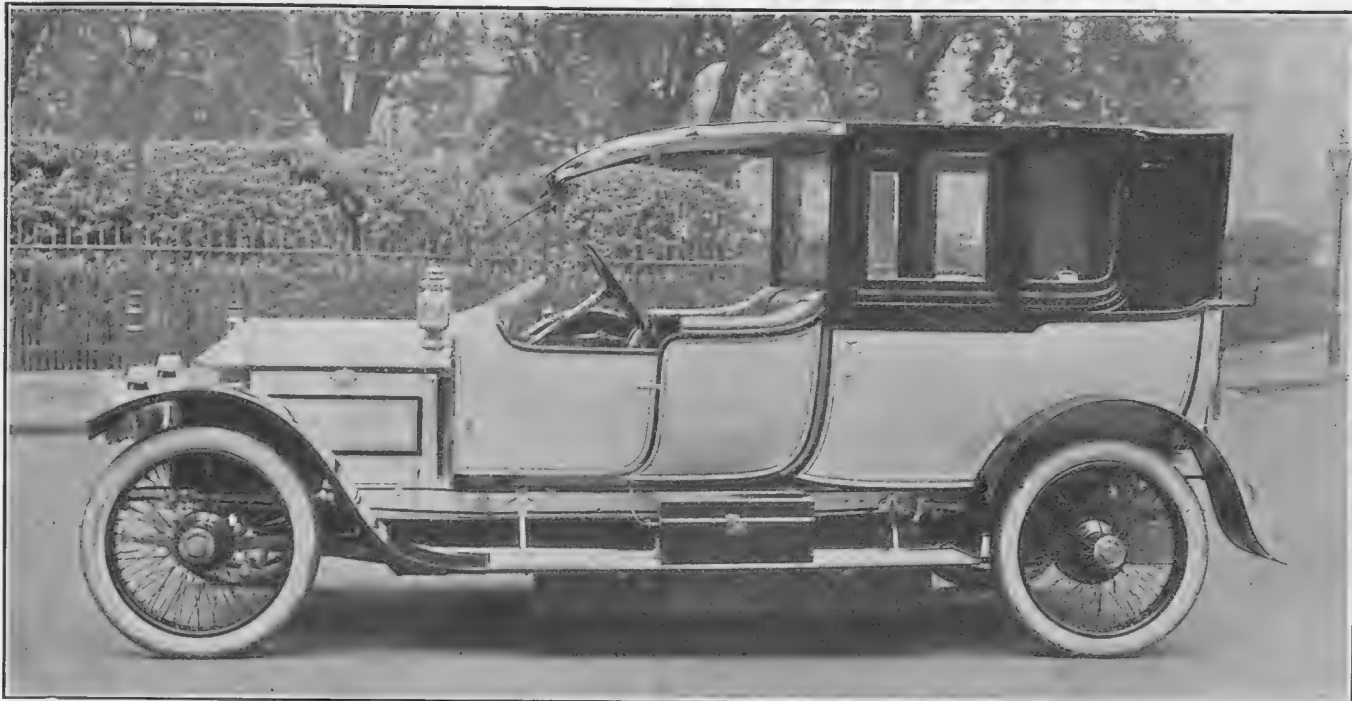
and entirely appreciated by practical drivers. I learn that the wheel-base of the smart 12-14-h.p. will be lengthened and larger wheels fitted. Transverse rear springing gives way to the more slightly and more luxurious three-quarter elliptics. The cylinders of the 18-h.p. are now 90 mm. by 140 mm., making this a

models for 1911, obtained two prix d'honneur at the Brussels Exhibition. It is unnecessary at the moment to recapitulate the salient points of the 20-h.p. Adler, save that I would again direct particular attention to the four-cylinder engine, with its overhead valves and other interesting innovations. Except with regard

METALLURGIQUE

"THE SCIENCE OF METALS."

VANDEN PLAS BODYWORK.

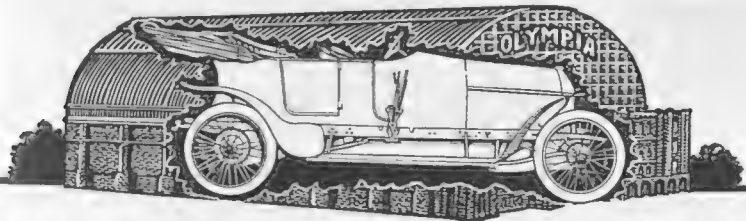


A faultless chassis supplemented by coachwork of inimitable grace and beauty.

1911 METALLURGIQUE MODELS:
14-h.p., 20-h.p., 26-h.p., 40-h.p., all four-cylinder

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OLYMPIA,
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THE ONE CAR IN OLYMPIA

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AUSTRIAN DAIMLER

1911 MODELS.

15 H.P., 16-18 H.P., 25-30 H.P., 50-60 H.P., AND PRINCE HENRY MODEL.

In these are embodied all the features of the AUSTRIAN DAIMLERS which achieved the PHENOMENAL SUCCESSES at the PRINCE HENRY TROPHY COMPETITION this year. Cars which, in a field of 121 Competitors—comprising the World's best makes—carried off the FIRST, SECOND, and THIRD PRIZES, in addition to WINNING ALL SPEED TESTS. The 1911 Models are built upon identical principles, but adapted to meet the requirements of a Chassis to cover every possible want for everyday use in either Town or Country.

and constitute:

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in Construction
in Resilience
in Comfort
in Everything

Absolutely the highest order of car yet evolved in any type or in any make the world throughout.

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GARAGE—31, FOLEY STREET, W.
Telephone—5894 Gerrard.

STAND No. 50
(MAIN HALL)

Olympia Show, 1910.

The Two Outstanding Features:

The 'MORGAN' New

CABRIO-LANDAULETTE

(HOFMANN'S PATENT)

Staged for the first time and the

NEW MODELS FOR 1911
of the Celebrated

ADLER CHASSIS.

Latest Success:
Two Prix D'Honneur
at the
Brussels Exhibition.

MORGAN & Co., Ltd.

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STAND No. 50
(MAIN HALL)

to the engine, the 15-h.p. Adler is a car which will appeal very strongly to that oft-quoted person "the man of moderate means." In the case of the engine of this car, which is also of the *en bloc* description, the valves are placed side by side on the left-hand side of the motor, but otherwise the detail largely corresponds to that of the two more powerful chassis. Messrs. Morgan and Co. will also stage their new patent cabrio-landaulet, which should catch on with

appearance. The oil is pumped from a filter sump to all the bearings. The Zenith carburetter, which affords such easy starting up, and good pulling at slow speed, is fitted, while a large radiator of fine appearance forms the salient part of the thermo-siphon cooling system. The adoption of a four-speed gear-box is with this chassis a particularly commendatory feature, and will frequently turn the scale of preference in its favour. The propeller-shaft has two universal joints, and the driving-worm runs in an oil-bath. The wheel-base is 9ft., and the track 4 ft. 3 in. A most alluring little car.



THE NEW ARGYLL TOURING MODEL TO BE SHOWN FOR THE FIRST TIME AT OLYMPIA: THE CHASSIS.

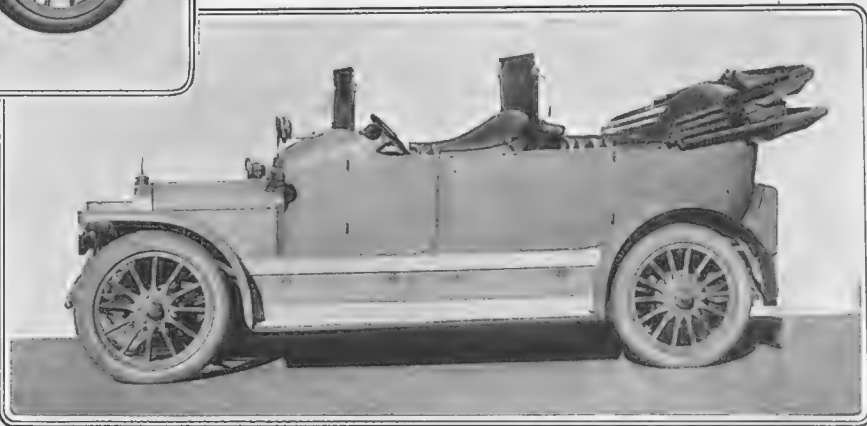
all prospective purchasers who are anxious to possess a car suitable for open and closed driving. The Cromwell folding wind-screen, than which no better wind-screen has ever been devised, is now so well known that reference to the fact of its being on exhibition alone is necessary.

The Bonnie Argylls.

Although each and every Argyll car placed upon this stand by the great firm whose works overlook the bonnie banks of Loch Lomond will be good to see, it is certain that the special attention of many who visit the Show will concentrate on the new 12-h.p. four-cylinder Argyll, with its *moteur bloc* engine, four-speed gear-box, and worm drive. The bore of the engine, 72 mm., brings it within the four-guineas license fee, while the stroke of 120 mm. must give the engine that long, dwelling pull on hills so appreciated by the critical driver. Special attention has been given to the lubrication, all the oil-leads being cast in the walls of the crank-chamber, so making for a particularly neat

The Dunlop Rubber Company.

Motorists of both sexes will find considerable interest in the exhibits shown by this company. One garment, the "Auto-sack," with deep rubber collar and wind-cuffs, calls for special notice; while there are others formed with expanding breast-pieces, fastening at the back with elastic strap, and having specially shaped sleeves to give freedom of movement. The "Baltimore,"



A TOURING-CAR HAVING PLACE FOR EVERYTHING REQUIRED ON A LONG JOURNEY: THE ARGYLL TOURING MODEL.

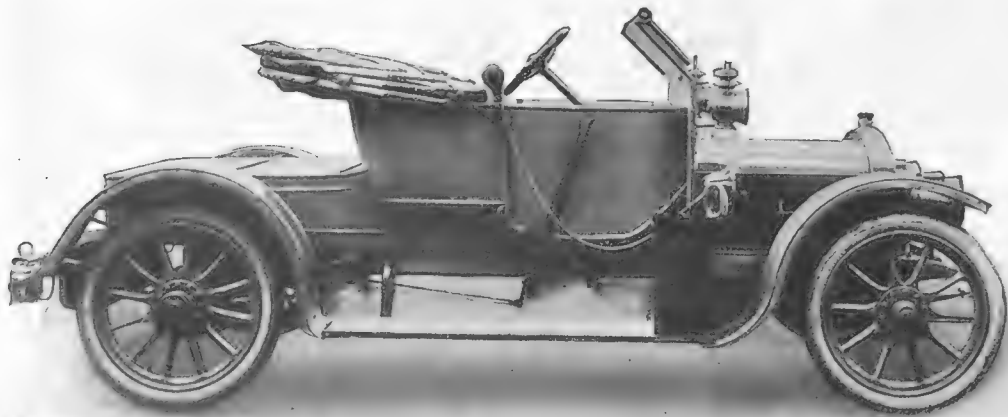
The new Argyll touring model is to be shown at the Olympia Exhibition for the first time. There is a place for everything on the car. Nevertheless, the interior is so clear of any kind of obstruction that the usual complement of passengers may travel any distance without the least discomfort.

a striking garment, suitable to most ladies, is made with wind-cuffs, wind-tabs, belt at back, and a collar that may be turned down while the coat is buttoned up. Then, again, there is the "Lancia,"

If you want a 15 h.p. Car,
purchase from the FIRM who make nothing else.

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The Leading FIFTEEN of the year.—*Daily Telegraph*.



1911 Model Two-seater £395 complete.

ONE MODEL ONLY

VARIOUS TYPES OF BODIES.

After FOUR years' concentration on the one model only, we now claim the PERFECTION aimed at in adopting this policy.

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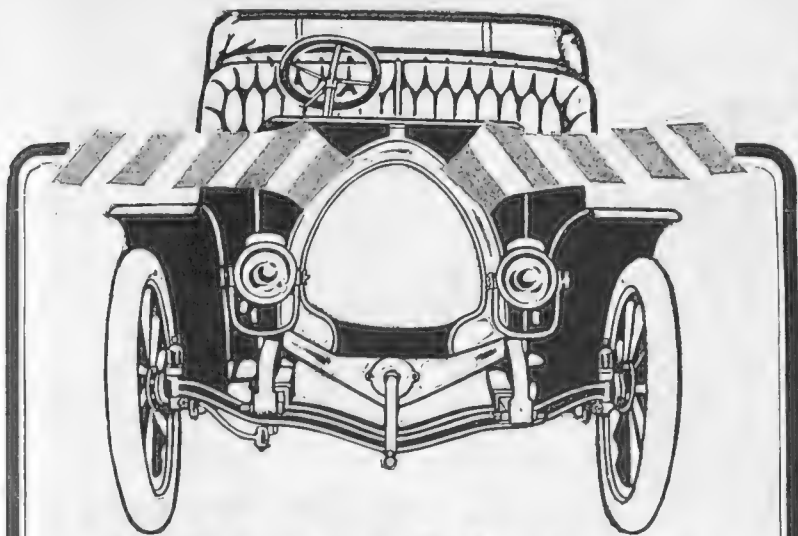
Olympia, Stand 92

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Adams Sixteen

and Luxury mean exactly the same thing: when luxury means Car Luxury in its fullest sense; absolute harmony between Body and Chassis. For to the Adams Chassis - a Chassis of true refinement, with which no operation calls for physical strain or presents the least inconvenience, difficulty or uncertainty—the Adams Body is fitted, abundantly roomy, with soft, broad, finely upholstered seats; of a shape to ensure entire freedom from dust and draughts; affording complete protection from inclement weather; fitted with wide doors, and provided with abundant locker room—a Body of true luxury, in league, so to speak, with the Chassis to assure exquisite comfort to EACH occupant of the car—and that car the ADAMS SIXTEEN.

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Works: BEDFORD.

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GRAND PRIX

Replicas of the famous models
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Grand Prix

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Motor and Cycle Tyres,
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Material,
Mechanical Rubber
Goods.

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Gold Medal

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ST. LOUIS, 1904.

PARIS, 1900.

WRITE FOR LISTS—

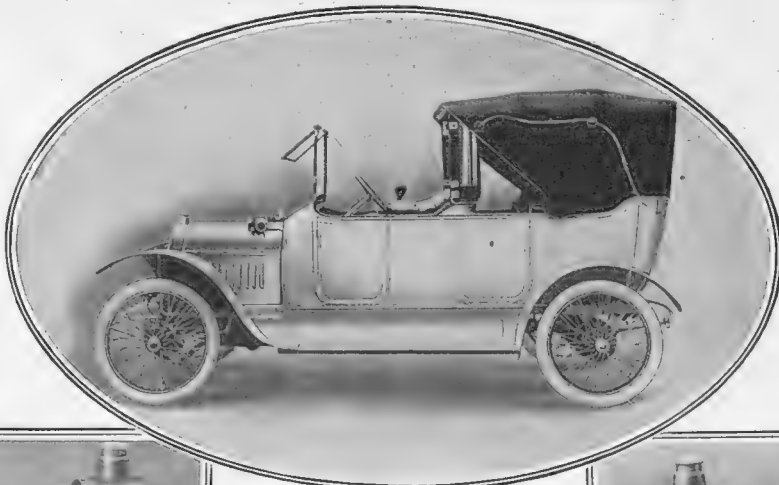
CONTINENTAL TYRE & RUBBER CO. (Gt. Britain),
LIMITED,

102-108, Clerkenwell Road, E.C.

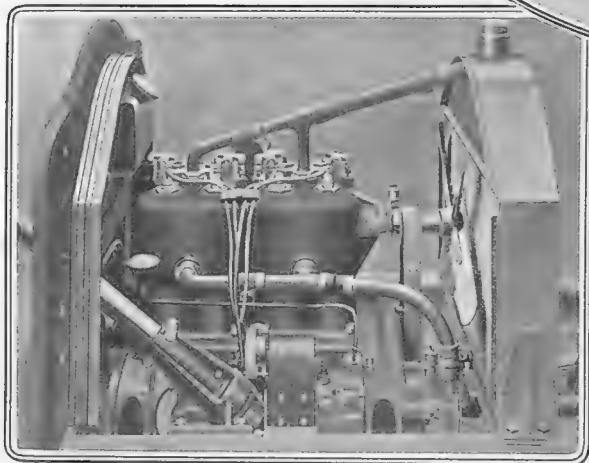
which can be worn over heavy attire without discomfort; while ladies' motor coats and hoods are presented in large numbers and attractive shapes. The "Regent" livery is recommended to those car-owners who prefer not to see their motor-servants in the usual chauffeur gaiters and breeches; while at the same time the livery presents a semi-military appearance that is smart and attractive.

The Small and Attractive Darracqs.

The feature which will recommend the stand of Messrs. A. Darracq and Co., Ltd., to a large number of visitors to the Show is the fact that a number of small low-priced models will be exhibited. Here



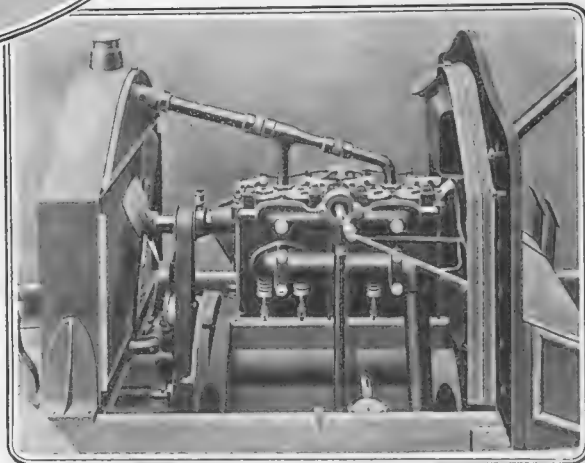
piece frame and underframe shield have been retained, the engine exhibits overhead valves operated by rocker-shaft gear, which renders them extremely easy of access, and removable for inspection or re-grinding. The crank-shaft is carried on large ball-bearings. The cylinders are cast in pairs, 80 mm. bore by 120 mm. stroke. The centrifugal water-pump is gear-driven, and Bosch magneto is fitted. The oil-pump, driven off the end of the cam-shaft, conveys oil from a reservoir placed inside the dash-board, and delivers it to sight-feeds, through which it leads to bearings and crank-chamber. The clutch is now in sheet steel, to which leather



THE MAGNETO SIDE OF THE NEW 15-H.P. DARRACQ ENGINE, SHOWING THE CYLINDERS CAST IN PAIRS.

MOST CERTAINLY TO BE SEEN AT THE SHOW, THE NEW 15-H.P. DARRACQ, WITH TORPEDO BODY, VICTORIA HOOD, AND DETACHABLE WIRE WHEELS.

The new four-cylinder 15-h.p. Darracq is to be sold complete, fitted with a side-entrance body with front doors to the driver's seat, at £275. Of our photograph of the valve side of the engine we may add that it shows, in addition to the overhead valves and the adjustable tappets, the neat arrangement of the inlet and exhaust pipes.



THE VALVE SIDE OF THE NEW 15-H.P. DARRACQ ENGINE, SHOWING OVERHEAD VALVES, ADJUSTABLE TAPPETS, ETC.

those anxious to obtain a sound, reliable car, at a price suitable to shallow pockets, will find the 10-h.p., the 15-h.p., the 20-h.p., and the 22-h.p. Darracqs, ranging from £210 to £470. Among these the 15-h.p. Darracq is of entirely new design, marking a distinct departure from Darracq lines. Whilst last year's wonderful one-

segments are fastened by means of copper rivets. The cone is split radially round its edge to permit of easy engagement. Although the price of the 15-h.p. is a slight advance on the 1910 figure, there is no doubt that this newly designed car is much better value by reason of such design and improved body.

(Further Olympia Motor Show Notes on Pages XII. and J.)



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Argylls have the knack of picking up speed very quickly, and will take even the steepest of hills without noise or apparent effort.

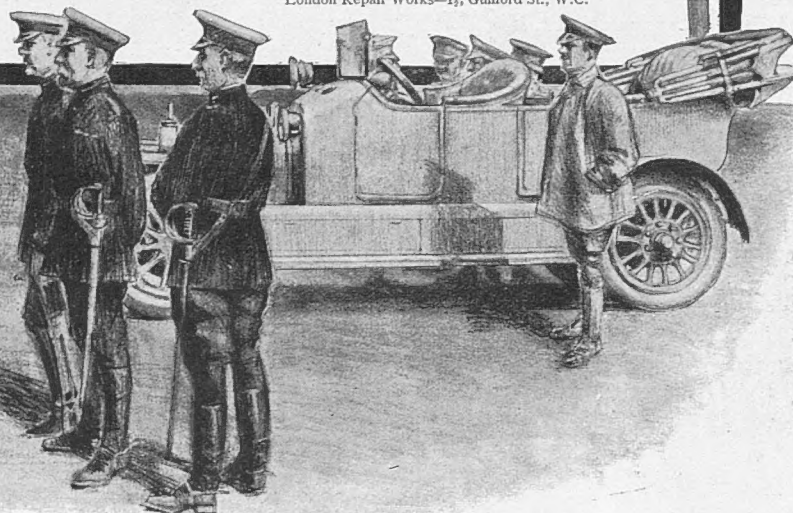
10, 12, 15, 20 & 30 h.p. Models.

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of its Sweet, Comfortable Running.

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OLYMPIA SHOW!

STAND No.

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Chassis Price.		Chassis Price.	
12-16 h.p. (four-cyl.)	£310	24-30 h.p. (six-cyl.)	£610
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50 h.p. (six-cyl.), Chassis Price, £1000			

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MODELS

(From November 1, 1910)
are covered by a

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1911 Types and Prices.

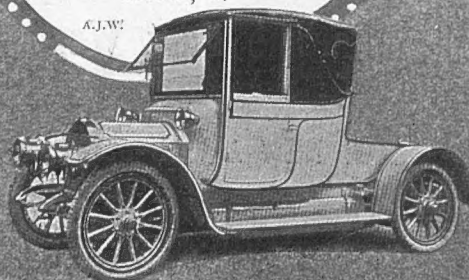
15.9-h.p. Chassis with Tyres	£350
17.9-h.p. " " "	£410
22.5-h.p. " " "	£445
25.5-h.p. " " "	£500

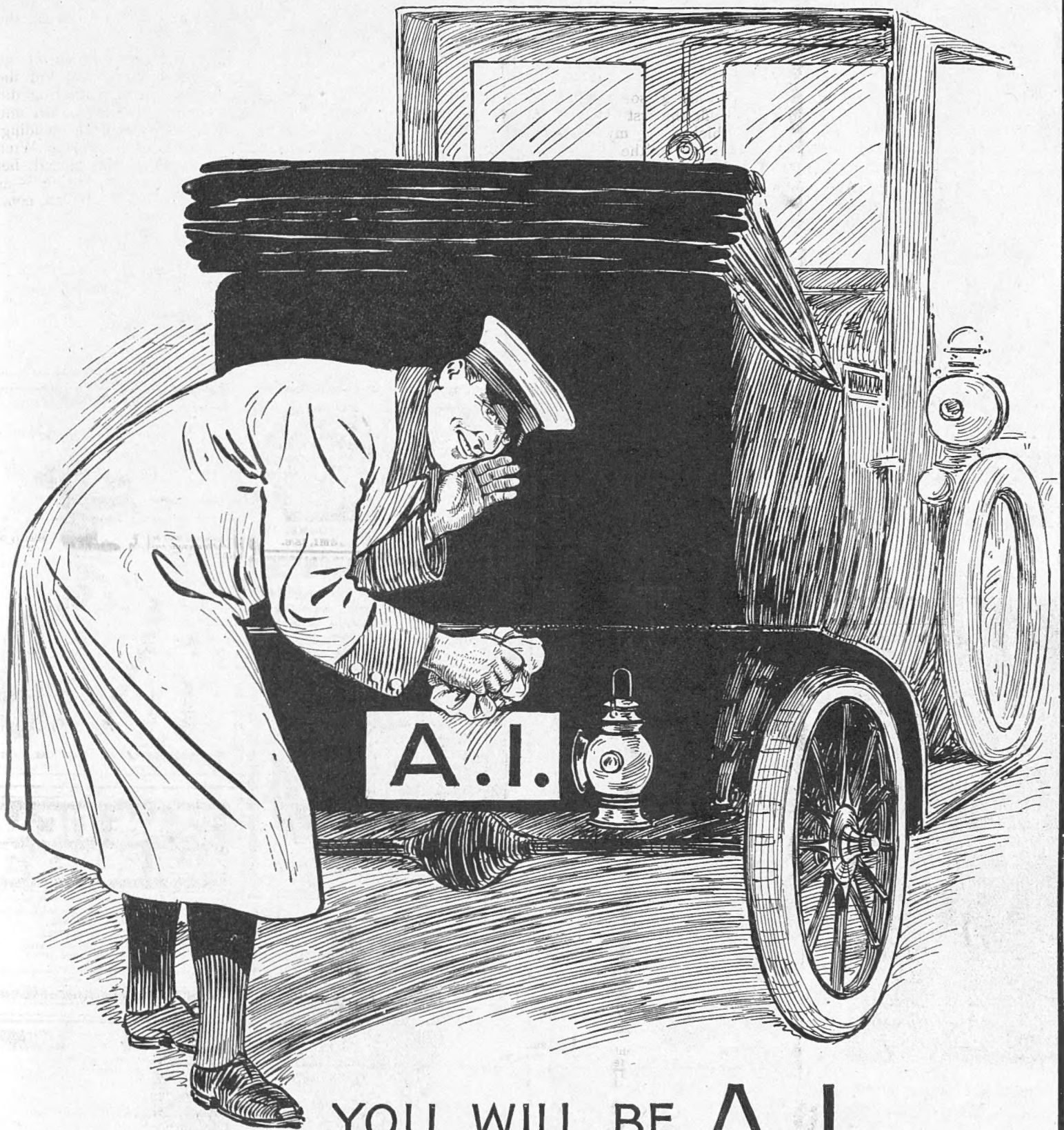
Models 17.9 and 25.5 are fitted with detachable wire wheels as standard.

Further particulars can be obtained at
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YOU WILL BE A.I.
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15-18 H.P.

**4-CYL.
CHASSIS**

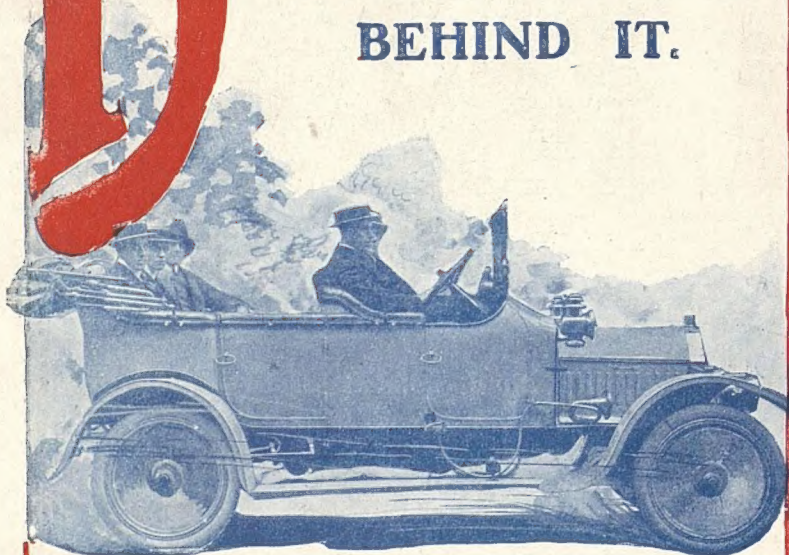
With Magneto and Quick Detachable Rims.

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**3 YEARS'
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High-Class, London-Built, Torpedo
2 and 4 Seater Models

BEDFORD CARS.

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The Scent of Araby ^{Regd}



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IN
PERFUME**

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An exquisitely rare and delicate fragrance, whose every breath is a subtle caress. The very quintessence of the secret sweetness of a thousand flowers, Shem-el-Nessim is a miracle of the perfumers art. Its dainty distinctiveness is a perpetual delight to a woman of refined taste.

SHEM-EL-NESSIM

is applied to all Toilet Preparations, so that it can be obtained in the following forms from all Chemists and Perfumers:—

Perfume, 2/6, 4/6 and 8/6. Brilliantine, 1/9. Sachet, 6d.
Toilet Water, 3/- Dentifrice, 1/- Soap, 1/- per tablet.
Hair Lotion, 3/3. Face Powder, 1/- Cachous, 3d. per box.

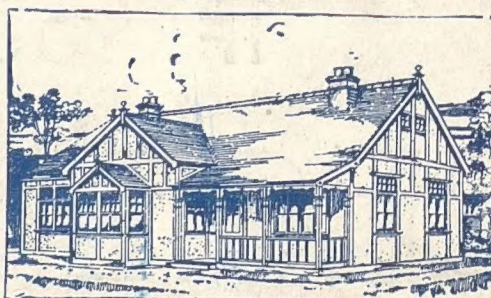
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Distillers of Perfumes.

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